



DEPARTMENT OF THE NAVY
USS CONSTELLATION (CVA-64)
FLEET POST OFFICE
SAN FRANCISCO, 96601

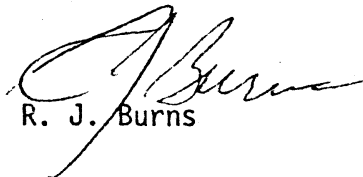
1974-5

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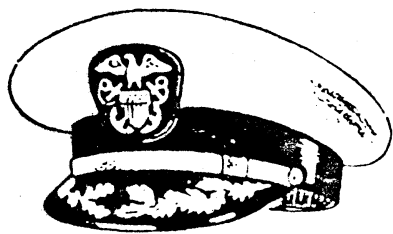
5750-1
29 June 76

FROM: PUBLIC AFFAIRS OFFICER, USS CONSTELLATION, CV-64, FPO
San Francisco, 96601
TO: DIRECTOR OF NAVAL HISTORY (OP-09B9), Washington Navy Yard,
Washington, D.C. 29390
SUBJ: Command History Report for Calendar Years 1974 and 1975 (OPNAV 5750-1)

1. Permission was granted to submit 1974 and 1975 reports simultaneously. These reports are hereby submitted. Secret data and certain other annexes will be submitted under separate cover. Primary cause in delaying these submissions was the compilation of overhaul data associated with USS CONSTELLATION Complex Overhaul FY 75 which was completed 19 April 76.
2. The two years 1974 and 1975 were important milestones in the story of CONSTELLATION. 1974 marked the first peacetime cruise for the ship in nine years. During deployment, CONSTELLATION sailed into the Indian Ocean to participate in Operation Midlink '74, a joint allied exercise hosted by Pakistan. The ship entered the Persian Gulf in November demonstrating U.S. Naval presence.
3. 1975 was a year of material upgrading for the ship. The most massive overhaul ever undertaken a U.S. Navy aircraft carrier was conducted at Puget Sound Naval Shipyard, Bremerton, Washington. This overhaul converted the designation of CONSTELLATION from CVA to CV, a multi-missions aircraft carrier designed to maximize sea control tactical capabilities.
4. CONSTELLATION moves into the Bicentennial year as one of the most modern and capable weapons systems in the defense force of the United States.


R. J. Burns

CALENDAR YEAR 1974 DATA



CAPTAIN LOWELL F. EGGERT
COMMANDING OFFICER
USS CONSTELLATION (CVA-64)

Captain Lowell F. Eggert was graduated from the U.S. Naval Academy in 1952, when he was assigned to the aircraft carrier USS VALLEY FORGE, serving as Assistant Navigator and Fire Control Officer.

Reporting to Pensacola for flight training, he was designated as a Naval Aviator in December 1954. His first squadron tour was with Fighter Squadron SIXTY-TWO and Attack Squadron ONE HUNDRED SIX with whom he completed several cruises to the Caribbean and Mediterranean seas.

In 1960 Captain Eggert graduated from the U.S. Naval Test Pilot School at Patuxent River, Maryland and conducted aerial testing of current aircraft. He subsequently served as an instructor at the Test Pilot School and collaborated in establishing a course of Weapons Systems Testing.

Captain Eggert graduated from the Naval War College in 1963, concurrently earning his Master's Degree through a resident course offered by George Washington University. His following sea tours were with the Staff, Commander U.S. Second Fleet in 1964-65, as Air Operations Officer; Operations Officer to Commander Attack Carrier Air Wing EIGHT from 1965 to 1966, making additional cruises to the North Atlantic, Caribbean and Mediterranean seas.

Captain Eggert became Commanding Officer of Attack Squadron ONE HUNDRED NINETY TWO in 1967 where he completed a combat cruise to Southeast Asia, participating in the defense of Khe Sahn and strikes into North Vietnam.

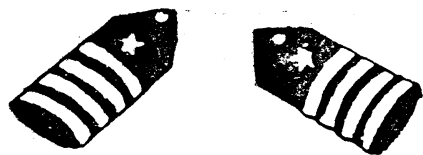
In 1969 Captain Eggert returned to the Patuxent River Naval Test Center as Deputy Director and Chief Flight Instructor of the U.S. Test Pilot School.

Assuming command of Attack Carrier Wing NINE in 1971, Captain Eggert led his air wing from the decks of the attack aircraft carrier USS CONSTELLATION (CVA-64) on offensive strikes into North and South Vietnam during the intensive periods of combat in early 1972. The Air Wing was awarded the Presidential Unit Citation during this period. Upon completion of this cruise, Captain Eggert served on the Staff of Commander Naval Air Force, U.S. Pacific Fleet as Force Training Officer until he was ordered to command the amphibious transport dock USS DENVER (LPD-9) in May 1973.

During his tour as Commanding Officer of DENVER, Captain Eggert was Commander Task Group 76.5 while DENVER was deployed to the Western Pacific. DENVER participated in several major amphibious exercises from Phillipine to Korean waters. DENVER functioned as flagship for Commander Amphibious Forces, Seventh Fleet. Completing the U.S. Naval Academy midshipmen summer cruise of 1974, Captain Eggert was relieved on July 26 and returned to the USS CONSTELLATION, this time as its Commanding Officer which he assumed on September 10, 1974.

Captain Eggert has been awarded the Navy Cross, Silver Star, Legion of Merit (with Combat V), Distinguished Flying Cross (five awards), Bronze Star Medal (with Combat V), Air Medal (with Combat V), the Meritorious Service Medal; and has campaign ribbons for Korea, Vietnam and the Expeditionary Medal for operations in the Dominican Republic and Sea Of Japan.

Captain Eggert is married to the former Dolores Conlin of Philadelphia, Pa. Captain Eggert's eldest son is serving in the U.S. Navy as an aircraft hydraulics mechanic. The Eggerts reside with their other six children in Coronado, California.



FORWARD

The nature of the Operations Department input to the Historical Data for calendar year 1974 attempts to only review the highlights of that year. 1974 presented CONSTELLATION with many new and different challenges as a new, peacetime role was assumed.

Pre-deployment, SRA, ORE, REFTRA, CARQUALS, AIR OPS, type training and personal qualification updates enabled CVA-64/CVW-9 to be in the finest state of preparation for a WESTPAC deployment.

Many firsts were recorded in 1974, notably: the deployment of CONSTELLATION/CVW-9 to the Indian Ocean and a port visit to Karachi, Pakistan; a WESTPAC cruise with no combat action in South Vietnam (CONNIE was the first carrier to attain this goal since the end of hostilities, and the first U.S. Navy aircraft carrier to conduct air operations in the Persian Gulf since 1948).

A change in tempo from a wartime to a peacetime environment resulted in many substantial changes, which had been initiated during calendar 1973, and were fully established in 1974. The Operations Department adapted to the new environment of: round-the-clock ocean surveillance; CVA defense in the multi-threat environment; restricted overland reconnaissance; the open-ocean threat analysis; and the necessity of maintaining a high degree of intelligence readiness to support any contingency.

Identification of problematic areas and possible solutions are brought out in the various chronological data reports; however, since CONNIE was first to experience peacetime carrier operations in the South China Sea, acceptable answers have yet to be completely established.

A review of the ship's chronological history of 1974 is included with amplifying information for each of Operations' eight divisions. The divisions listed are: OZ (Integrated Operational Intelligence Center (IOIC)); OP (Photographic Laboratory), OI (Combat Information Center (CIC)), OC (Carrier Air Traffic Control Center or CATTC), OA (Aviation Meteorology), OX (Operations Admin, and Strike Operations (STOPS)), OS (Naval Security Group Detachment), and OE (Ship's Electronic Maintenance Division). Classified reports from OZ Division are included under separate cover, and OS Division has forwarded their required reports through other channels to COMNAVSECGRU Headquarters in accordance with NAVSECGRU INST C5750.1.

All inspections and exercises, statistical data, awards and achievements of personnel and divisions are included in respective enclosures. Comprehensive division histories are also included in their respective cruise reports and are appended as enclosures.

Definitions of new tactics, exercise code names, plans and staff studies are included herewith in the Operational Highlights (enclosure (12)).

Preparations for the WESTPAC deployment, and subsequent Indian Ocean Cruise, produced a myriad of classified publications which were prepared by the IOIC. The most significant of these publications were: "The Military Fact Book for the Indian Ocean" and "Mid-Link 74," plus a full scale Mid-Link '74 photo record of the exercise participants and the Communist bloc observers; an Elint Threat Guide was also put together for the Indian Ocean Cruise which included the classified enemy emitters of selected areas; a "CVA Threat Assessment Guide," and a "CONSTELLATION/CVW-9 General War Plan Action Guide-1974" were also produced for contingency operations during the deployment.

The IOIC and CIC worked hand-in-hand by establishing an Ocean Surveillance Analytic Center (OSAC); and a Surface, Subsurface Surveillance Control (SSSC) system, both of which proved invaluable during the deployment. Every division within Operations Department maintained the pace of former wartime conditions, resulting in a highly trained and smooth-functioning command and control system throughout the Operations Department.

The "Lessons Learned" for CVA-64 during Calendar '74 were well received by all associated commands concerned. Since a 1974 month-by-month division diary was not kept by the department, all additional requirements for cruise information may be drawn from the various enclosures.

During 1974, by responding to continued challenges on the open ocean, CONSTELLATION once again proved that she was the "Spirit of the Old, Pride of the New."

CHRONOLOGY OF OPERATIONS AND TRAINING - 1974

01 - 29 JAN	SRA San Diego
29 JAN - 30 JAN	Independent Steaming Exercise
31 JAN - 03 FEB	Inport San Diego
04 FEB - 08 FEB	Type training
08 FEB - 10 FEB	Inport San Diego
11 FEB - 01 MAR	Refresher Training, Southern California
02 MAR - 10 MAR	Inport/Upkeep San Diego
11 MAR - 19 MAR	Carrier Qualifications, Southern California
20 MAR - 02 APR	Upkeep San Diego
03 APR - 11 APR	Air Operations San Diego
12 APR	Enroute/at San Diego
13 APR - 30 APR	Inport San Diego
01 MAY - 09 MAY	Air Operations Southern California
10 MAY	Enroute San Diego
11 MAY - 13 MAY	Inport San Diego
14 MAY - 23 MAY	Air Operations, Southern California
24 MAY	Enroute San Diego
25 MAY - 20 JUN	Prepare for overseas movement
21 JUN - 10 JUL	Enroute Western Pacific
11 JUL - 19 JUL	Upkeep Subic Bay
20 JUL	Storm evasion
21 JUL	Enroute/at Subic Bay
22 JUL	Moored at Subic Bay
23 JUL - 05 AUG	Operations South China Sea
06 AUG - 14 AUG	Upkeep Subic Bay

15 AUG - 30 AUG	Operations South China Sea
31 AUG - 15 SEP	Upkeep Subic Bay
16 SEP - 22 SEP	Operations South China Sea
23 SEP	Enroute Hong Kong
24 SEP - 29 SEP	Visit Hong Kong
30 Sep	Enroute South China Sea
01 Oct - 07 OCT	Operations South China Sea
08 OCT - 10 OCT	Upkeep Subic Bay
10 OCT - 12 OCT	Storm Evasion South China Sea
12 OCT - 16 OCT	Upkeep Subic Bay
17 OCT - 21 OCT	Operations South China Sea
22 OCT - 26 OCT	Upkeep Subic Bay
27 OCT - 28 OCT	Storm Evasion South China Sea
29 OCT	Enroute/at Subic Bay
29 OCT - 03 NOV	At/enroute Singapore
04 NOV - 08 NOV	Visit Singapore
08 NOV - 18 NOV	Enroute Karachi/Indian Ocean Operations
19 NOV - 21 NOV	Visit Karachi
22 NOV	CENTO Exercise MIDLINK 74
23 NOV - 26 NOV	Persian Gulf Operations
27 NOV - 29 NOV	CENTO Exercise MIDLINK 74
29 NOV - 09 DEC	Enroute/at Subic Bay
10 DEC - 23 DEC	Enroute/at San Diego
24 Dec - 31 DEC	Leave/Upkeep San Diego

MEMORANDUM

20 August 75

From: 35

To: 03

Subj: Historical data for calender year 1974, submission of

Ref: (a) PAO memo, undated

1. Subject information is submitted as requested and is keyed to paragraph 3 of reference (a).

A. N/A

B. None

C. N/A

D. Problem Areas:

1) The AN/URD-4 radio direction finder has repeatedly been a problem area due to the fact that it is over 20 years old and many required sub-assemblies are no longer available or in production. This equipment was CASREPT from May to October.

2) The antennas and cables for the LSO UHF radios were burnt up twice due to jet aircraft making high power turnups over the LSO platform. Also moisture getting into the radio control boxes on the LSO platform caused some problems.

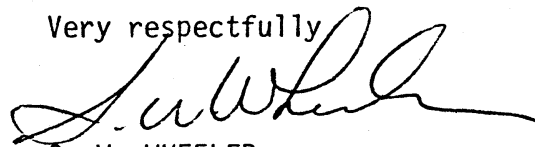
3) In the Metro area, supply support for the AN/SMQ-1 Radiosonde receptor and AN/SMQ-6(V) Meteorological Data Receiver-Recorder continues to be a problem due to no APL's being provided for these equipments.

4) Numerous minor problems have been experienced due to power losses & fluctuations in both voltage and frequency. This, combined with overheating due to loss of air conditioning or chilled water is a major contributor to electronics failures.

5) AN/SRN-9 failed twice and is now barely operational due to reduced sensitivity. One failure was caused by water and corrosion damage and the second was due to lightning striking the antenna. Present problems appear to be due to corrosion or bad connection on antenna.

E. N/A

Very respectfully



S. W. WHEELER
LT USN

Historical Data for Calendar YR 74 for CIC

1 JAN - 21 JUN 74

1. During this period, CONSTELLATION was involved with Refresher Training, an operational readiness inspection, carrier qual and a pre-deployment standown period.

- A. REFTRA: CIC personnel demonstrated their readiness to deploy by accumulating a score of 95.6% during this training cycle.
- B. ORE: CIC again proved their readiness during this inspection by accumulating an 86% score for this inspection.
- C. CAR-QUALS: Car-quals began in mid-March to prepare CVW-9 for deployment aboard CONSTELLATION.
- D. May brought a stand-down period for CIC. This was a period of rest, leave, and to make final preparations for deployment.
- E. 21 June, CONSTELLATION deployed to WESTPAC for a 6 month deployment.

21 JUN - 10 JUL 74: Transit, WESTPAC

- A. 23 JUN, an unidentified sub-surface contact was detected and held. Surface, and air units tracked this contact for 18 hours. This contact was eventually classified as non-sub by 3rd fleet.

23 JUL - 30 OCT 74: South China Sea OPS

1. During this period, CONSTELLATION's operating schedule included standard carrier ops, numerous training exercises, and a port visit to Hong Kong. The 2 major exercises were Pagasa III and Multiplex 1-74. From SEP on, CONSTELLATION prepared for her upcoming overhaul in FEB 75.

- A. PAGASA III: During this exercise, CONNIE was able to avoid sub-surface raids by use of high speed evasion and aggressive use of escort and helo assets. EMCON and deception tactics were successfully employed in launching strike aircraft undetected.
- B. MULTIPLEX 1-74: CONSTELLATION and task group 77.6 were opposed by air, surface and sub-surface threats during this exercise. The opposing submarine was unable to distinguish CONSTELLATION passively due to the turn count masking and deployment of deception units. This was the first time CONSTELLATION operated with air ITASS unit. The use of EMCON and Electronic deception during this exercises were maximized.

2. Hong Kong port visit was CONSTELLATION's first foreign port visit since arrival Subic Bay, R/P in JUL. This was an enjoyable break for the crew from daily schedule.

3. Problems encountered during this period were:

- A. NTDS Surface Tracking. This problem stemmed from software programming. Patches were made to the program to partially eliminate this problem.
- B. The SSSC system was revised to make it a more functional system.
- C. Mutual radar interference was encountered and a radar guard ship system was employed to successfully eliminate this problem.

30 OCT - 8 DEC 74.

1. During this period, CONNIE sailed to the Indian Ocean via a Singapore port visit for MIDLINK 1-74. King Neptune and his court came aboard prior to Singapore to visit his loyal Shellbacks and observe the Pollywog initiations.

- A. PASSEX: This exercise was a prelude to MULTIPLEX 1-74. This exercise pitted the British Task Group against the U.S. Task Force in a War-at-Sea exercise. During this exercise, air, surface, and sub-surface units were employed by both sides. This was a valuable exercise in that it enabled the U.S. Task Force to exercise surface-subsurface coordination, EMCON, SSSC, and air control tactics against the British Task Group.
- B. Persian Gulf: CONSTELLATION and one escort were diverted from MIDLINK 1-74 to the Persian Gulf. Phenominal communication and radar ducting were experienced. UHF communications were held at 250NM. Radar contacts were held up to 70 miles. In the restricted waters of the Persian Gulf, CONSTELLATION aircraft flew SSSC missions covering the entire gulf.
- C. MIDLINK 1-74: This multi-nation exercise gave the U.S. Forces an excellent opportunity to operate with and against allied forces in air, surface, and sub-surface environments. Electronic Warfare was extensively employed to detect opposing units and deny the Soviet units that were present from the gain of extensive intelligence from Allied Forces. The exercise consisted of planning conferences, inport exercises, at-sea exercises, and a fire power demonstration by allied air, surface, and sub-surface units.

8 DEC - 23 DEC 74. Transit, EASTPAC

1. During this transit, CONSTELLATION and her escort were steaming under extended periods of EMCON and as a result were not overflowed by TU-95 Bear aircraft. This transit was uneventful and CONSTELLATION arrived CONUS 23 DEC 74.

1 JAN - 24 DEC 74.

1. No awards or commendations presented to CIC personnel during this time, however CIC, OI Division did sponsor 6 children through school at a rate of \$500.00 for four years.

1975

COMMAND HISTORY
USS CONSTELLATION (CVA-64)

USS CONSTELLATION was commissioned in New York City, October 27, 1961. Vice Admiral Robert B. Pirie delivered the principal address, and Mrs. Christian A. Herter, ship's sponsor, presented the officers and men with a traditional commissioning plaque.

The ship commenced her final sea trials January 16, 1962 and returned to New York January 18, having passed her acceptance trials with outstanding success. She was now fully ready for sea.

On September 3 the ship arrived at the Panama Canal Zone where she was the first large U. S. Navy ship to hold general visiting in 10 years. As a result, 52,000 people streamed aboard in a 3-day period, the largest mass of people Canal Zone police could remember ever being in the area.

The ship had its first change-of-command ceremony on November 19, 1962, two hours before departing on a three week Mid-Pac training cruise, when Captain S. W. Vejtasa relieved Captain T. J. Walker.

The ship's first permanent Air Group--Carrier Air Wing 14--came aboard November 18, and after several training operations at sea in conjunction with the Air Group and other ships, CONSTELLATION departed on her first Western Pacific cruise February 21, 1963. She stopped at Pearl Harbor to undergo final training maneuvers, and at midnight on March 17, officially became a unit of the U. S. SEVENTH Fleet while enroute from Pearl Harbor to Subic Bay, Philippine Islands.

After a South China Sea operating period, the ship headed for the British Crown Colony of Hong Kong, arriving there on April 10. CONSTELLATION remained there for five days thus giving her crew an excellent opportunity to see the famous city. On April 15 the ship left Hong Kong and set its sights for Japan.

A special date in CONSTELLATION's history is July 25 when President and Madame Chiang Kai-Shek of the Republic of China came aboard for a one day visit. They arrived via helicopter while the ship was off Taiwan and were accompanied by VADM Thomas H. Moorer, Commander U. S. SEVENTH Fleet.

August 28, the ship set a course for the United States, thus ending her first Western Pacific cruise. After an absence of over six months, CONSTELLATION returned to San Diego on September 10, 1963.

The ship experienced its second change-of-command when on November 9, 1963, Captain Frederick A. Bardshar relieved Captain Stanley W. Vejtasa as Commanding Officer of CONSTELLATION.

The Honorable Paul Nitze, Secretary of the Navy, visited the CONSTELLATION on December 17, 1963. The secretary's party included such high-ranking Naval officers as Admiral U. S. G. Sharp, Commander-in-Chief, Pacific Fleet; Vice Admiral P. D. Stroop, Commander Naval Air Force, Pacific Fleet and Vice Admiral E. P. Holmes, Commander U. S. FIRST Fleet.

During the first two months of 1964, CONSTELLATION conducted routine operations off the coast of Southern California, operating out of San Diego.

CONSTELLATION departed San Diego on March 2, 1964 on her second Middle Pacific cruise, arriving in Pearl Harbor on March 7. After training exercises in the Hawaiian Islands area, CONSTELLATION returned to San Diego on March 24.

May 3, world famous evangelist, Billy Graham spoke to nearly 3,000 Navymen and their families gathered on the flight deck of CONSTELLATION. Dr. Graham delivered the Sunday morning sermon aboard the carrier during his 1964 Southern California Crusade.

May 5, the ship departed San Diego on her second Western Pacific cruise. Enroute, CONSTELLATION stopped at Pearl Harbor for her second annual Operational Readiness Inspection.

The ship departed Hawaii on May 25 and officially became a unit of the U. S. SEVENTH Fleet on May 29 while enroute to the South China Sea.

CONSTELLATION arrived on station in the South China Sea off the coast of South Vietnam on 6 June.

Aircraft from Attack Carrier Air Wing FOURTEEN embarked aboard CONSTELLATION began low-level photo reconnaissance flights with armed escorts over the Plaine des Jarres in Laos on 6 June. The operation undertaken to support United States commitments with the Royal Laotian Government. The flights were used to check Communist troop movement over the Plaine des Jarres.

CONSTELLATION remained on station 37 days until 13 July. CONSTELLATION then departed the South China Sea for Subic Bay, Philippines, arriving there on 15 July.

CONSTELLATION departed Subic Bay on 24 July and arrived at the British Crown Colony, Hong Kong on 27 July. The ship departed Hong Kong on the morning of 4 August. The ship was at sea only a few hours on 4 August when she began to launch aircraft for strikes on patrol boats then attacking American destroyers in the Tonkin Gulf. On August 5, air strikes were conducted on the patrol boatsbases in Communist North Vietnam. This was a retaliatory move by the United States for unprovoked attacks by North Vietnamese patrol boats on two U. S. destroyers in International waters in the Gulf of Tonkin.

During the ship's second stay in the South China Sea, on 18 September, her aircraft again went to the defense of a U. S. destroyer under attack by an unidentified vessel in heavy fog in international waters in the Gulf of Tonkin. Relieved on 21 September, CONSTELLATION departed for Subic Bay, Philippines, arriving the same night.

After the second visit to Subic Bay, the ship departed on 8 October and steamed for the port of Hong Kong. CONSTELLATION arrived in Hong Kong on 14 October after being delayed enroute by typhoon Dot. The ship departed Hong Kong after a six-day visit on 21 October and returned to Subic Bay on 23 October. After four days in Subic Bay, CONSTELLATION departed on 27 October and returned to duty in the South China Sea.

The ship remained on station 27 days until 23 November. CONSTELLATION returned to Hong Kong for a brief visit from 23-26 November.

On 27 November, the ship had its fourth change-of-command as Captain George H. Mahler III relieved Captain Frederick A. Bardshar as Commanding Officer of CONSTELLATION. On this date, crewmembers who took part in the Gulf of Tonkin operation were awarded the Navy Unit Commendation Ribbon and the Armed Forces Expeditionary Medal; "Forexceptionally meritorious service in support of operations in the Gulf of Tonkin during the period 2-5 August 1964.

CONSTELLATION demonstrated the firm intent of the United States to maintain freedom of the seas and to take all necessary measures in defense of peace in Southeast Asia.

The ship returned to Yokosuka, Japan, for the last time on 15 January. After five days in port, the ship left Yokosuka for the United States on 20 January. The ship arrived at San Diego, California, on 1 February 1965, after almost nine months in the Far East with the United States SEVENTH Fleet.

CONSTELLATION departed San Diego on 23 March 1965 for Bremerton, Washington, and an eight-month overhaul and yard period. While enroute, the ship steamed its 200,000th mile since commissioning. After unloading ammunition in Bangor, Washington, CONSTELLATION steamed for Bremerton.

CONSTELLATION arrived in Bremerton on 31 March and began her yard period. She entered the world's largest dry dock, Dry Dock 6 in the Puget Sound Naval Shipyard, on 14 May.

Her overhaul completed, CONSTELLATION left Puget Sound Naval Shipyard on 29 November and sailed up Puget Sound to Bangor Naval Ammunition Depot. As a result of her \$19 million overhaul, the ship was newly outfitted with a number of computerized systems, including an Automatic Landing System, an Inertial Navigation System, an Integrated Operational Intelligence System, and a Naval Tactical Data System, making her the most modern warship afloat, as well as the largest warship.

After loading ammunition, CONSTELLATION departed Bangor on 3 December; she arrived in San Diego on 6 December to begin refresher and underway training to return her to her former level of fighting proficiency.

The ship's fifth change-of-command took place in San Diego on 29 January, 1966, when Captain William D. Houser relieved Captain George H. Mahler III as Commanding Officer.

Her underway training completed, CONSTELLATION left her home port of San Diego on 12 May 1966 and sailed to join the United States SEVENTH Fleet in the Western Pacific.

CONSTELLATION arrived in Hawaii on 17 May, completed her Operational Readiness Inspection, and departed for Yokosuka, Japan on 22 May. Arriving in Yokosuka on 1 June, CONSTELLATION became the flagship of Task Force 77 with Rear Admiral James R. Reedy embarked. On 7 June, CONSTELLATION departed Yokosuka to begin operating in the South China Sea area.

CONSTELLATION and her embarked Air Wing, Carrier Air Wing FIFTEEN, arrived off the coast of Vietnam on 15 June to conduct combat operations against the Viet Cong and military targets in North Vietnam as a unit of the United States SEVENTH Fleet and flagship for Commander Attack Carrier Striking Force, U. S. SEVENTH Fleet.

During CONSTELLATION's tour of duty off the Vietnam coast from 15 June to 9 November, the carrier sunk 22 North Vietnamese PT boats and damaged 13 others, destroyed 75 bridges, demolished 272 supply vehicles and damaged 337 others, destroyed 304 barges and damaged 513 others to help stem the flow of military supplies between Communist North Vietnam and the Viet Cong and North Vietnamese units in South Vietnam.

CONSTELLATION aircraft conducted daily air strikes against heavily defended North Vietnamese transportation and supply area. Connie pilots flew major attacks against the Do Son, Dong Nham and Haiphong petroleum areas; the Uong Bi thermal power plant, and the Ninh Binh and Thanh Hoa transshipment and storage areas.

During CONSTELLATION's air strike operations "on the line" she was visited by the Honorable Paul Nitze, Secretary of the Navy; Admiral David I. McDonald, Chief of Naval Operations; the Honorable Chester Bowles, Ambassador to India, and entertainers John Gavin, Arthur Godfrey and Martha Raye.

On 9 November CONSTELLATION set sail for home, via Yokosuka, Japan, arriving in San Diego on 3 December.

On 9 December, Captain John M. Thomas relieved Captain William D. Houser as Commanding Officer.

CONSTELLATION began her fourth Western Pacific deployment and third Vietnam combat cruise April 29, 1967. During the five of her seven months deployment, CONSTELLATION and her embarked Carrier Air Wing 14 conducted strike operations against the North Vietnamese from "Yankee Station" in the Tonkin Gulf.

CWV 14's total of 106 coordinated strikes against major targets in the heavily defended northeast sector of North Vietnam above the 20th Parallel was a new record. The previous number of major strikes flown from a single carrier was well under 100, and these included strikes below the high risk area. CONSTELLATION's total number of major strikes over Vietnam was 121.

In addition to downing three MIG-21s and a MIG-17, CVW-14 flew major strikes against numerous targets in the Hanoi-Haiphong area.

Overall, Connie's pilots flew 10,583 combat and support missions over Vietnam, damaging or destroying 1,067 supply barges, 588 trucks and 95 pieces of rolling stock including several locomotives. Fifty-three bridges were also left badly in need of repairs as CVW-14 recorded mission after mission in the skies over Vietnam.

On November 11, CONSTELLATION launched her last air strikes and headed for Subic Bay before returning from her third combat cruise December 4.

One week later, on December 11, Captain William R. Flanagan relieved Captain John M. Thomas as Commanding Officer.

February 28, 1967 brought a special visitor to CONSTELLATION as President Lydon B. Johnson came aboard to extend a thank you from a "grateful nation" for Connie's part in helping to bring peace to Southeast Asia.

After six months of refresher training, CONSTELLATION once again departed San Diego on May 29 and headed for her fifth Western Pacific and fourth Vietnam combat cruise.

On July 10, CONSTELLATION hosted another pair of distinguished visitors as President and Mrs. Nguyen Van Thieu presented the National Order of Vietnam Medal and the National Distinguished Service Order Medal to 41 crewmembers.

On November 1, CONSTELLATION completed the circle she began on August 4, 1964 by launching the last bombing missions against North Vietnam.

The ship had its eighth change-of-command ceremony on November 27 when Captain John S. Christiansen relieved Captain William R. Flanagan while CONSTELLATION was steaming in the Gulf of Tonkin.

Before returning home from her fourth combat cruise January 31, 1969, CONSTELLATION and Carrier Air Wing 14 had 6,574 combat and 4,489 support missions over Vietnam during their 128 days "on the line." In addition, Connie's pilots destroyed 424 trucks, demolished 31 bridges, sank 461 supply barges and eliminated 37 anti-aircraft and three SAM missile sites.

Secretary of the Navy John H. Chafee visited CONSTELLATION March 24 as part of his tour of Navy ships and commands in the San Diego area.

The ship began its fifth Vietnam combat cruise August 11, again with Carrier Air Wing 14 aboard. After completing Operational Readiness Inspection from August 22-24, CONSTELLATION departed Hawaii after a three day stay for Subic Bay.

Arriving in the Philippines September 6, CONSTELLATION became the flagship of Task Force 77 with Vice Admiral Maurice F. Weisner embarked. After a three day stay in Subic Bay, the ship headed for Yankee Station and commenced operations against the enemy September 12.

After a 20-day line period, CONSTELLATION left the war zone and headed for Sasebo, Japan. Arriving at that port October 6, the ship became the first "big deck" carrier to moor at Akasaki Pier. CONSTELLATION was in port Sasebo until October 16 and then departed for Defender Station in the Sea of Japan for operations with Task Force 71. For her actions during this operating period, CONSTELLATION and Carrier Air Wing 14 were awarded the Armed Forces Expeditionary Medal for Korea.

The ship celebrated its eighth birthday and 100,000 landing November 1 while on Yankee Station. After a 23-day operating period, CONSTELLATION stopped briefly in Subic Bay and then set course for the British Crown Colony of Hong Kong. Arriving in Hong Kong November 29, the ship was met by 498 wives who flew to join their husbands in the Pearl of the Orient.

On December 5, CONSTELLATION was again enroute to Yankee Station where she operated until December 22. The ship arrived in Subic Bay December 24 to spend the holidays in the Philippines.

Captain John S. Christiansen departed CONSTELLATION January 24 after being relieved as Commanding Officer by Captain John M. Tierney.

The ship spent most of January and February on Yankee Station continuing its daily attacks against the enemy supply lines into South Vietnam. On February 18, CONSTELLATION's third Commanding Officer, Vice Admiral Frederick A. Bardshar, returned when he assumed command of Task Force 77 from Vice Admiral Maurice F. Weisner. CONSTELLATION later was the scene of the Commander, U.S. Seventh Fleet change-of-command in Yokosuka, Japan when on March 12, Vice Admiral Weisner relieved Vice Admiral William F. Bringle. The ship's visit to Yokosuka was the first by a carrier in more than a year.

Leaving Japan March 16, CONSTELLATION operated off Okinawa before commencing transit to Yankee Station for her sixth and last line period.

On March 28, while flying protection for an unarmed Air Force reconnaissance plane, an F-4J Phantom from Fighter Squadron 142 successfully engaged and shot down a North Vietnamese MIG 21. The "kill" occurred near Thanh Hoa, North Vietnam and was the first such action since the November 1, 1968 bombing halt.

CONSTELLATION remained on Yankee Station until April 17 before commencing transit to Subic Bay. The ship left the Philippines April 24 and headed home to San Diego, arriving in California May 8 after a nine-month absence.

The ship headed out to sea once again May 30, this time with more than 400 dependents onboard. Her destination was the Puget Sound Naval Shipyard in Bremerton, Wash. and a nine-month, \$32 million overhaul.

CONSTELLATION arrived in Bremerton June 2 and entered one of the world's largest dry docks, Dry Dock 6, June 26.

CONSTELLATION put out from Puget Sound to test her major alteration of the overhaul period - the conversion from black oil to the cleaner-burning Navy Distillate Fuel. The change was highly successful. Other alterations were the addition of two air conditioning units, the installation of improved weapons elevators, the acquisition of a color television/stereo radio system and a multitude of improvements in the area of habitability.

On January 9, 1971, Captain Harry El Gerhard relieved Captain John M. Tierney as commanding officer.

After ten months in Bremerton, CONSTELLATION departed for San Diego on April 16. Again she carried a large number of dependents on the three-day trip.

Late spring and summer were spent in refresher training off the coast of Southern California, as a fresh crew learned the intricacies of readying the carrier for combat. Refresher was followed by Carrier Qualifications, during which the ship conducted flight operations for the first time in more than a year. In September the new air wing, Attack Carrier Air Wing NINE, came aboard to stay.

In late September, Captain Gerhard became ill and Captain J.D. Ward, scheduled to relieve in November, was summoned to take command of the CONSTELLATION. Captain Ward assumed command on September 28 and sailed Connie on October 1, 1971 for her sixth combat cruise to the Western Pacific. After short visits to Pearl Harbor and Subic Bay, the ship arrived on Yankee Station in early November to begin flight operations. The crew took only one port call -- four days in Subic -- while conducting special operations off the coast of Vietnam throughout the months of November and December. On Christmas Day, Vice Admiral Bernard Clarey, Commander U.S. Pacific Fleet, came aboard to wish the crew a merry Christmas on the line.

January 4, 1972 found the CONSTELLATION in Subic Bay for a week of relaxation. Back on the line, on January 16 the ship welcomed aboard Rear Admiral Damon W. Cooper, Commander Attack Carrier Striking Force, Seventh Fleet and Yankee Station Commander. The Flag remained aboard until late March.

January 19 witnessed an engagement between an F-4J of Fighter Squadron 96, flown by Lt Randall Cunningham and LtJG William Driscoll, and a North Vietnamese MIG. The outcome: CONSTELLATION scored her first MIG kill of the deployment, and only the second MIG claimed by Navy aircraft in three years. The previous kill was scored by a CONSTELLATION pilot on March 28, 1970.

Arriving in Hong Kong on February 4, CONSTELLATION was met by 250 wives who had chartered a plane to join their husbands in port. But the scheduled vacation was cut short when on February 9, two days early, CONSTELLATION was recalled to Yankee Station to resume air operations against the enemy. The ship's three weeks was highlighted by a visit from the Chief of Naval Operations, Admiral E.R. Zumwalt.

On March 4, CONSTELLATION put into Subic Bay for rest and relaxation, returning to combat on March 12. Nine days on the line completed the scheduled deployment and after a five day visit to Yokosuka, was ready to sail for the U.S.A.

On April 3, however, Captain Ward was ordered to sail CONSTELLATION to Yankee Station as soon as possible. Connie's firepower was needed to help stem a North Vietnamese invasion of South Vietnam. Arriving on April 17, Air Wing NINE pilots immediately resumed strikes over Vietnam.

On May 8, 1972, the Cunningham-Driscoll team shot down their second MIG in action over North Vietnam. Two days later the sky was filled with MIG's and CONSTELLATION's fighter pilots had a field day. Lt Curt Dose shot down a MIG-21 over Kep airfield. Over Hai Duong, Lt Matt Connelly shot down two MIG-17's. Again Cunningham and Driscoll dominated the action, shooting down three MIG-17's over Hai Duong before being downed themselves by a surface-to-air missile. They were quickly rescued from coastal waters by helicopter, and achieved wide acclaim as America's first air aces of the Vietnam War.

After forty-one days on the line, CONSTELLATION took a rest. . . .four days in Subic Bay, followed by the ship's first, highly successful visit to Singapore. On June 1, CONSTELLATION once again returned to Yankee Station for her last line period. Following two more weeks of bombing missions against troop and supply concentrations, CONSTELLATION again left the line for Subic Bay. After a day in the Philippines, the ship departed for Yokosuka, arriving on June 20th. In early July, CONSTELLATION returned to San Diego, her cruise of more than nine months completed.

After a three-month Selective Restricted Availability period, Connie began Refresher Training, Carrier Qualifications, and saw the return of Air Wing NINE. While operating off the Southern California coast in early November, Captain J.D. Ward decided to bring the CONSTELLATION in due to a fresh water shortage. When she left the next morning, she also left behind a beach detachment of 130 sailors, mostly blacks, who had protested conditions onboard. The CONSTELLATION returned the next evening with an A-7 Corsair aircraft hanging precariously over the angled deck. On the 10th of December, CONSTELLATION again returned to NAS North Island, this time with an F-4J Phantom II perched in the catwalk next to the angle deck, almost exactly the same position as the earlier A-7 occupied.

On January 5, 1973, the CONSTELLATION left on her seventh combat cruise and on January 31, she arrived on the line to begin operations. Less than a month later, the Navy's participation in actual combat sorties came to an end with the signing of the Laotian cease-fire. Connie and her Air Wing then stood by, remaining on station during the entire month of March while tense negotiations continued for the release of U.S. POW's. Additionally, CVW-9 aircraft flew from the deck of CONSTELLATION in support of the mine-sweeping operations being conducted in North Vietnamese waters.

The transition from combat operations to peacetime training and readiness operations was a welcome change onboard CONSTELLATION. CVW-9 still flew over 26,000 hours, but the inport periods came more frequently.

On March 19, CONSTELLATION became flagship for Task Force 77 and served in that capacity until September 19. On April 10, P.H. Speer relieved J.D. Ward as Captain in ceremonies held in Subic Bay, R.P.

The CONSTELLATION's crew, who had previously worked so hard in contributing to the war effort, now turned their efforts toward the image of the Seventh Fleet Navymen in the Far East. Supporting "Operation Schoolhouse," over \$2,700 was donated to enable deserving indigent Philippine children to continue their education beyond the sixth grade. An appeal from the city of Bias in Negros Oriental Province evoked a response by the crew in excess of \$1,500 for much-needed rice. Additionally, desperately needed well and pump equipment was provided for a Negrito village, and medicine was provided for a Red Cross Blood Bank in Hong Kong. Also mindful of our tradition to care for our own, the crew

and CVW-9 contributed \$10,000 for the Navy Relief Society in San Diego and on the return transit from WestPac collected and donated \$27,000 to the Combined Federal Campaign.

On July 1, 1973, the Presidential Unit Citation, the nation's highest award, was presented to the CONSTELLATION by President Nixon for "... extraordinary heroism and outstanding performance of duty in action against an armed enemy from 22 October 1971 to 13 June 1972."

On October 11, CONSTELLATION returned to San Diego, completing her eighth Western Pacific deployment since being commissioned.

Following a routine maintenance and upkeep period, CONSTELLATION left San Diego on June 21, 1974 to begin her first peacetime cruise to the Western Pacific in ten years.

On July 10, Connie became the flagship for Rear Admiral Donald C. Davis, CTF-77 and CARGRUPINE and remained so until December 8.

Captain Lowell F. Eggert, former CAG on CONSTELLATION, relieved Captain P.H. Speer as Commanding Officer on September 10.

The CONSTELLATION entered the Indian Ocean on November 9 to participate with naval units from England, Iran and Pakistan in MIDLINK 74, a naval exercise sponsored by the Central Treaty Organization. The ship entered the Persian Gulf on November 23 for a 2-day familiarization operation. This marked the first time in 26 years that an American carrier had cruised those waters. On November 29, while cruising off Pakistan, CONSTELLATION hosted a tour for senior military and diplomatic officials of CENTO.

The 1974 WestPac cruise again demonstrated the generosity of the CONSTELLATION's crew. Over \$26,000 was collected for the Combined Federal Campaign and a giant raffle netted enough funds to donate a baby elephant to the San Diego Children's Zoo.

On December 23, 1974, Connie returned to San Diego after successfully completing her ninth deployment.

CONSTELLATION departed her home port on January 31, 1975 bound for the Puget Sound Naval Shipyard to undergo the most extensive overhaul ever undertaken on a Navy vessel. The ship took with her some 800 families of the crew as well as vehicles and pets on the three day voyage. The ship arrived in Bremerton, Washington on February 3 to begin the overhaul. One week later Connie entered drydock not to be refloated again until early August. The ship officially changed her designation from CVA to CV on 1 July. The complete overhaul period was to ready CONSTELLATION for the Navy's two newest aircraft - the S-3 Viking and the F-14 Tomcat- as well as to refurbish nearly the entire ship.

21 August 1975

M E M O R A N D U M

From: Navigation Department
To: Public Affairs Officer

Subj: Historical Data for calendar year 1974; submission of

Ref: (a) Your memo dtd 14 Aug 75

Encl: (1) 1974 Navigation Statistics

1. In accordance with reference (a), enclosure (1) is hereby submitted.

Very respectfully,


J. J. PIERANUNZI
QMCS USN

1974 Navigation Statistics

20 August 1975

I. Milestones:

- A. 1. REFTRA: 11 FEB - 1 MAR 74
- 2. TRE: 1 FEB 74
- 3. INSURV: 22 APR - 28 APR 74
- 4. ORE: 20 MAY - 24 MAY 74
- B. Deployment: Underway for WESTPAC on 21 JUN 74
- C. 1. Port Visits:
 - a. Subic Bay: 10 JUL - 20 JUL 74
5 AUG - 15 AUG 74
1 SEP - 16 SEP 74
11 OCT - 17 OCT 74
21 OCT - 27 OCT 74
8 DEC - 10 DEC 74
 - b. Hong Kong: 23 SEP - 30 SEP 74
 - c. Singapore: 4 NOV - 8 NOV 74
 - d. Karachi, Pakistan: 19 NOV - 22 NOV 74
- D. 1. Indian Ocean: 9 NOV - 1 DEC 74
- 2. Persian Gulf: 24 NOV - 25 NOV 74
- E. Arrival CONUS: 23 DEC 74
- F. UNREPS: Total of 69 during 74

II. Awards:

A. Mrs. Christian Herter Award for Leadership given to QM2 Daniel MILLS on 19 DEC 74.

III. Operating Schedule in 74:

1 JAN - 29 JAN 74	Inport San Diego
29 JAN - 30 JAN 74	Underway (Sea Trials)

Enclosure (1)

30 JAN -	4 FEB	Inport San Diego
1 FEB		Training Readiness
		Evaluation
4 FEB -	8 FEB	Underway San Diego OP Area
8 FEB -	11 FEB	Inport San Diego
11 FEB -	15 FEB	Underway (REFTRA)
15 FEB -	19 FEB	Inport San Diego
19 FEB -	22 FEB	Underway (REFTRA)
22 FEB -	25 FEB	Inport San Diego
25 FEB -	1 MAR	Underway (REFTRA)
1 MAR -	11 MAR	Inport San Diego
11 MAR -	20 MAR	Underway (CARQUALS)
20 MAR -	3 APR	Inport San Diego
3 APR -	11 APR	Underway (CARQUALS)
11 APR -	1 MAY	Inport San Diego
22 APR -	26 APR	Insurv Inspection
1 MAY -	10 MAY	Underway (A OPS)
11 MAY -	14 MAY	Inport San Diego
14 MAY -	24 MAY	Underway (A OPS)
24 MAY -	1 JUN	Inport San Diego
1 JUN -	21 JUN	POM San Diego
21 JUN -	10 JUL	Underway for Subic, R. P.
26 JUN -	27 JUN	Operations Hawaii OP Area
10 JUL -	20 JUL	Inport Subic Bay, R. P.
20 JUL -	5 AUG	Underway Subic OP Area
5 AUG -	15 AUG	Inport Subic Bay, R. P.
15 AUG -	31 AUG	Underway Subic OP Area
1 SEP -	16 SEP	Inport Subic Bay, R. P.
16 SEP -	23 SEP	Underway Subic OP Area
23 SEP -	30 SEP	Inport Hong Kong
30 SEP -	11 OCT	Underway Subic OP Area
11 OCT -	17 OCT	Inport Subic Bay, R. P.
17 OCT -	21 OCT	Underway Subic OP Area
21 OCT -	27 OCT	Inport Subic Bay
27 OCT -	4 NOV	Enroute Singapore
4 NOV -	8 NOV	Inport Singapore
8 NOV -	9 NOV	Transit Malacca Straits
8 NOV -	18 NOV	Enroute Karachi, Pakistan
19 NOV -	22 NOV	Inport Karachi, Pakistan
22 NOV -	24 NOV	Enroute Persian Gulf
24 NOV -	25 NOV	Underway in Persian Gulf
25 NOV -	28 NOV	Operation MIDLINK
29 NOV -	8 DEC	Enroute Subic Bay
8 DEC -	10 DEC	Inport Subic Bay
10 DEC -	11 DEC	Transit San Bernardino Straits
11 DEC -	23 DEC	Enroute San Diego
23 DEC		Inport San Diego

19 December 1975

M E M O R A N D U M

From: Communications Officer
To: Public Affairs Officer

Subj: Command History

Ref: PAO memo of 9 Dec 75

1. IAW ref a the following info is submitted:

A. Upon arrival at PSNS, Communications was tasked with supplying six men TAD to NTCC Bremerton. It was later determined that Constellation was the only ship in the yard supplying personnel. After discussion with the PSNS Communications Officer and Admin Officer, this number was cut back to four men. Another problem encountered by Communications in relation to NTCC Bremerton was the amount of consumables (paper) we were required to supply. This problem was solved through discussions with PSNS Comm personnel.

B. At the outset of 1975, Constellation's guard was being held by NTCC North Island. This marked the first time Constellation was involved with the use of the OCR system for processing outgoing message traffic. On 2 Feb 75, the communications guard was shifted to NTCC Bremerton, where it remained through the overhaul. Traffic totals are as follows:

	IN	OUT	TOTAL		IN	OUT	TOTAL		IN	OUT	TOTAL
JAN	1103	187	1290	JUL	1928	363	2291	1975	20835	4282	25117
FEB	1483	384	1867	AUG	1935	382	2317				
MAR	1619	251	1870	SEP	1920	424	2344				
APR	1658	361	2019	OCT	1938	434	2372				
MAY	1823	353	2175	NOV	2200	416	2616				
JUN	1655	386	2041	DEC-18	1276	341	1617				

It is noted that traffic volume increased as the overhaul progressed. This would seem to relate directly to the problems and progress of the ship relating to the overhaul.

C. The following modifications have been made to Communications assets:

1. The ship's Message Processing Center has been redesigned to allow for a more efficient message flow due to a better operating environment.

2. The Single Sideband High Frequency Communications system is being upgraded by shipalt 4355. This shipalt has replaced shipboard transmitters with higher powered, smaller units which are easier to operate and more reliable. This equipment has been consolidated into one compartment for significant improvement in both operations and maintenance efficiency. New antenna types, such as fiberglass whips, reduce maintenance problems experienced with old aluminium types. Also, some receiving whips are trussed, allowing better reception.

3. Shipalt 4357 has improved UHF radio communications operational capabilities, reliability, and maintainability by adding a closed-loop air conditioning system for more efficient cooling, as well as the addition of a new UHF antenna system.

4. Shipalt 4365 is providing International Maritime "Bridge to Bridge" communications in accordance with the Vessel Bridge to Bridge Radiotelephone Act (P.L. 92-63), which requires vessels to be able to communicate in the VHF (156-162 MHZ) frequency band. An AN/URC-80 is being installed on the Nav Bridge to replace the existing hand-held walkie talkies used in the past.

5. Communications Department is in the process of becoming capable of maintaining satellite communications. When this system is operational and the "Gap Filler" satellite is launched, many of the problems of High Frequency communications will be avoided, thus allowing for greater circuit continuity.

D. The major development in Communications policy and planning was the changing of the Comm overhaul work package to a completion date of mid December to allow additional time for training in anticipation of resuming our Comm guard on 8 March 1976

E. NONE

F. NONE

G. Communications Department personnel have accomplished a complete overhaul of all teletype equipment without yard assistance. Only minor assistance from DATC, San Diego was required to complete this portion of the COH.

H. Communications Organization Chart:

COMMO

LCDR G. R. HESS (JAN-OCT)

LCDR V. D. McDANIEL (OCT-DEC)

ASST COMMO

LT K. E. MONTOYA

RADIO/CR DIV

LTJG D. T. MARCELLO (JAN-OCT)

LTJG P. S. ALLEN (OCT-DEC)

TRAFFIC/CM DIV

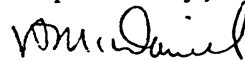
LTJG P. S. ALLEN (JAN-SEP)

RMCM D. E. WOODLEY (SEP-DEC)

CMS CUST.

LTJG P. S. ALLEN

Respectfully,



V. D. McDANIEL

LCDR USN

15 August 1975

From: First Lieutenant (Deck)
To: PAO

Subj: Historical Data for Calender Year (CY) 1974

Ref: (a) CV64 INST 5750.1B

Encl: (1) Chronological Narrative
(2) Statistical Data
(3) List of Awards and Achievements
(4) Deck Department Org. Chart

1. Encls (1)-(4) are submitted IAW ref (a) as an input for the submission of the Command's CY-74 Command History.

E. CLARK

Copy to:

File
First Lieutenant
Assistant First Lieutenant

DECK DEPARTMENT CHRONOLOGICAL NARRATIVE CY-74

JAN. Home Port San Diego

FEB. Underway for local ops with the following significant Deck Evolutions occurring:

1. Made three anchorings using the port anchor and three with the starboard anchor.

2. Conducted 6 refueling from three different oilers.

MAR. Underway for local ops and insurve:

1. Refueled two Destroyer type ships

2. Conducted one underway replenishment and one refueling. During the UNREP we safely conducted two emergency break-aways.

3. Anchored with the starboard anchor.

APR. Underway for local ops:

1. Refueled two Destroyers and conducted one refueling from an oiler

2. Made two anchorings, one with each anchor.

MAY. Underway for local ops:

Conducted one Destroyer UNREP, one Oiler refueling, and one UNREP with an Ammo ship.

2. Anchored with the starboard anchor.

JUN. Underway for local ops for first part of month and for WESTPAC during the latter part of June.

1. Conducted eight refueling with three different Destroyers and Refueled from an Oiler once while in transit to WESTPAC (Subic Bay)

JUL. Underway for WESTPAC and inport Subic Bay:

1. Conducted five refuelings with two different Destroyers;

two refueling with an Aviation Rescue Vessel; one refueling from an Oiler; and two UNREPS, one each from an AFS and an Ammo ship.

2. Anchored twice in Subic Bay, one time each with each anchor.

AUG. Underway for WESTPAC ops and inport Subic Bay.

1. Conducted three refuelings with an Aviation Rescue Vessel; refueled from two different Oilers/tankers on three occasions; conducted one Destroyer refueling and one UNREP from an AFS also conducted two combination UNREP/refuelings from an AOE.

2. Anchored in Subic Bay using the port anchor.

SEP. Underway for WESTPAC ops and inport Hong Kong Harbor:

1. Conducted two Oiler/Tanker refueling and one Destroyer refueling.

2. Anchored in Hong Kong Harbor with Port Anchor.

OCT. Inport Hong Kong and underway for WESTPAC ops:

1. Conducted four Oiler/Tanker refuelings, one AFS UNREP, and one combination refueling and UNREP from an AOE.

NOV. Underway for WESTPAC/ Indian Ocean ops and inport Singapore Island and Karachi, Pakistan:

1. Conducted five combination UNREPS/ refuelings from an AOE, two refuelings with a Destroyer, one refueling with an Oiler, and an UNREP with an AFS.

2. About 100 crew members of Deck Department became Shellbacks on 3 NOV 1974.

3. Conducted a NATO refueling exercise with a British Frigate

HMS LEANDER (Frigate-~~109~~)

(4) Made two anchorings in Singapore Harbor with the Port Anchor and Anchored in Karachi with the Port Anchor.

DEC. Underway for Indian Ocean Ops and Homeport.

(1) Conducted two combination UNREPS/refuelings with an AOE, and one refueling each with an Oiler/Tanker and a Destroyer.

(2) Moored-Homeport.

OA DIVISION HISTORICAL DATA FOR CALENDAR YEAR 1974

U.S.S. CONSTELLATION departed San Diego on 21 June 1974 enroute to Subic Bay, R.P. Weather between San Diego and Subic was as expected. Cloud cover averaged low broken and high overcast. Winds were east-southeast 15-20 knots. Seas were slight and swells were east-southeast 3-5 feet. Widely scattered light rainshowers were observed during transit.

Weather communications were excellent, both facsimile and teletype. The personnel situation became a problem during this time when AGC Devine left the ship near Hawaii on emergency leave and was ultimately transferred. OA Division was short two forecasters.

The 1974 Typhoon season produced a near record number of storms and the CONSTELLATION sortied for typhoon evasion during three of these storms and threatened the ship on two other occasions. The following storms resulted in either evasion or constant watch by OA and FMSRT Personnel.

1. July 20-21 TYPHOON IVY Generally low ceilings 800-1500 feet, thunderstorms and rainshowers with visibility decreased to 3-5 miles. Winds in excess of 25 knots.

2. Sept 20-23 TYPHOON WENDY Enroute to Hong Kong. Finally presented no problem to the ship.

3. Oct 8-9 TYPHOON BESS Constellation stayed in Subic Bay with OA Division and FMSRT personnel on Typhoon Contingency Watch. Bess passed to the north of Subic and did not create danger to the ship.

4. Oct 10-11 TYPHOON CARMEN Caused evasion from Subic with essentially the same weather as IVY.

5. Oct 27-28 TYPHOON ELAINE Constellation left port for evasion. ELAINE had cloud cover from 1200 feet to 25,000 feet. Light to moderate rainshowers with prevailing visibility 6-8 miles reduced to 2-3 miles in showers. Winds were west northwest 15-18 knots with gusts to 30 knots in showers. Seas were 2-3 feet and swells were northerly 8-10 feet.

AGC Holmes and AGI Burns reported aboard on 8 October to ease the forecaster deficiency.

During the time CONSTELLATION operated in the Subic OPAREA other than typhoon evasion the weather was generally VFR with occasional thunderstorms and rainshowers. A low wind situation persisted for much of the South China Sea operations.

On 29 October U.S.S. CONSTELLATION departed Subic for Singapore enroute to the Indian Ocean. The transit to Singapore and the Indian Ocean were made in generally fair weather. Scattered to broken cloud cover and unrestricted visibility. Winds west-northwest 8-15 knots and seas calm.

The Bay of Bengal and Arabian Sea transit were made under clear skies and unlimited visibility.

During Exercise MIDLINK and the transit to and from the Persian Gulf, flying conditions were excellent.

On 27 November the ship departed the Indian Ocean enroute to Subic Bay. The weather was very good until the ship entered the South China Sea where northeasterly winds 10-20 knots were encountered along with broken to overcast cloud cover and scattered rainshowers were encountered. Visibility was reduced to 1-3 miles in showers.

Communications problems occurred during transit of the Indian Ocean and operations in the Indian Ocean and Persian Gulf. After 21 November when the ship crossed 10°N facsimile and teletype (Channel 8) reception became fair in daylight hours and very poor at night. Efforts were made to copy other facsimile broadcasts in the Indian Ocean area. The spare teletype machine was utilized at 100 WPM to increase coverage but signal strength from over local area broadcasts was poor and difficult to receive. The Alden 519 was casrepped in the Indian Ocean and the UXH-2B was used and performed well with legible charts.

During the transit to CONUS the ship encountered 16 to 20 foot quartering swell generated by a deep low pressure area centered over the Aleutian Islands which required an early change in course to avoid higher seas. This made for a rather unstable ride and somewhat less than desirable working conditions.

22 December 1975

MEMORANDUM

From: Air Officer
To: Public Affairs Officer

Subj: Air Department Command History Input; submission of

Ref: (a) Your Memo dtd 9 December 1975

1. In response to reference (a), the following information is submitted from the Air Department:

PROBLEM AREAS AND COURSES OF RESOLUTION:

This subject is addressed in depth in the COH Report that will be submitted to SFOMS by 6 January 1976. However, the following are representative problem areas:

a. Lower manning levels and increased TAD requirements resulted in increased work schedules, longer working hours, and less personnel training than desired. Despite this problem the department has averaged over 2200 industrial man-hours per week since commencement of the overhaul and have completed an average of 26 key operations per week.

b. Requirements for maintaining a fueling capability until yard entry necessitated costly shipyard services for off-loading of fuel. This will be avoided in the future by use of an on-loaded fuel truck during San Diego - Bremerton transit, thus allowing more at-sea time for flushing and shut down of the aviation fuels system.

c. Requirements for ballasting and deballasting upon leaving dry-docks were changed and seriously affected V-4 division's work schedule. This was alleviated by Shop 72 cooperation in providing hoses and pumps. One solution to the related problem of transferring from tanks whose low hull position required unusual suction was purchase and use of the portable air-driven Wilden M8 bilge pump. This pump enabled quick removal and tank consolidation and resulted in considerable time savings during tank cleaning, painting, and deballasting evolutions.

d. Application of flight and hangar deck non-skid is a problem area compounded by the presence of shipyard work center cages, equipment, and narrow temperature and humidity requirements. A possible resolution, and one being pursued by the Air Department, is to seek an early off-load of heavy hangar deck equipment so that hangar deck non-skid can be accomplished prior to leaving the yard. Flight deck requirements can best be done after the ship's return to San Diego where there are more favorable climatic conditions.

STATISTICAL DATA:

Because of involvement in the Complex Overhaul there are no launch and recovery statistics. The following reflect basic overhaul facts:

Twelve (12) departmental ship alterations
1629 key operations
125,708 industrial man-hours
2250 average industrial man-hours expended per week
26 average key operations completed per week
One additional list of statistical trivia:
800 private vehicles were loaded and off-loaded by the department during the San Diego - Bremerton transit.

CONVERSIONS AND MODIFICATIONS:

- a. SHIPALT 3774K - MK-7 Jet Blast Deflector (JBD) installation. For accomodation of the F-14. Provides 504 square feet of panelling, an increase of 168 square feet over the MK-6. The location of the #1 JBD necessitated moving the entire #1 deck-edge aircraft elevator outboard seven feet.
- b. SHIPALT 4158K - F-14 engine run-up fittings.
- c. SHIPALT 4479K - Improvement of conflagaration station visibility.
- d. SHIPALT 4591K - Mofification and modernization of squadron ready rooms.
- e. SHIPALT 4593K - Air Wing personnel life support improvements.
- f. SHIPALT 3700D - Catapult machinery spaces deck drains.
- g. SHIPALT 3728D - Emergency air breathing system for JP-5 and aviation gasoline pump rooms.
- h. SHIPALT 4248D - Modification of catapult trough and wing void drains.
- i. SHIPALT 4277D - Installation of watertight scuttles to barricade cylinders.
- j. SHIPALT 4538D - Improvement of flight deck cooling panels to accomodate F-14 operations.
- k. SHIPALT 4609D - Catapult trough heating system improvements.
- l. SHIPALT 4687D - Improvement of catapult steam smothering system.

m. Complete overhaul and repair of four C-13 Catapults and five MK-7 arresting gear engines.

n. PLAT/FRESNEL improvements, including lighting system circuitry improvements, new video tape recording system, and upgrading of stabilization, camera, and test systems.

o. Modification of the aviation lube oil system. Lube oil capacity was reduced from 9520 gallons to 4590 gallons.

DEVELOPMENTS IN POLICY AND PLANNING

a. Revision and initiation of PMS designed to reflect new equipment installation.

b. Planning and training designed in support of CV operations, and specifically F-14 and S-3 operations.

c. Complete updating of all pertinent ship and departmental instructions, including aircraft handling bill and aviation fuels bill.

OTHER ITEMS

a. CDR O. F. BALDWIN relieved CDR D. S. TEACHOUT as Air Officer in August 1975.

b. The department experienced a 50% turn-over in officers and as 65% turn-over in enlisted personnel during the past year.

c. As of 31 December 1975, the Air Department has 14 officers and 477 enlisted personnel assigned. The department is divided into five divisions:

- V-1: Flight deck
- V-2: Catapults, arresting gear, PLAT
- V-3: Hangar deck
- V-4: Aviation Fuels
- V-5: Administration and Control Tower



O. F. BALDWIN
CDR USN

Copy to:
File
CDR ANDRES

7 January 1976

From: Chief Engineer
To: Public Affairs Officer

Subj: Command History for Calender Year 1975

Ref: (a) Public Affairs Officer Memo 9 Dec. 75

Encl: (1) Engineering Department End of Overhaul Report
(2) Engineering Department Organization

1. The following information is submitted for subject report in accordance with format of reference (a):

- a. Refer to enclosure (1).
- b. The following is a chronological order of events:

6 Jan. 75- Sup ship San Diego Industrial contractors commenced rip out of 1A and 1B boilers in preparation for COH 75.

3 Feb.- Commenced COH 75 at Bremerton Washington Puget Sound Naval Shipyard.

5 Feb.- Commenced ripout of 4A, 4B, 2A, 2B, 3A, and 3B boilers.

8 Feb.- Ship was drydocked for overhaul after 1454 days since last docking.

15 Feb.- Commence firemain overhaul

21 Mar.- Install temporary firemain

3 Mar.- Commenced extensive P.Q.S. watch station training program with 51,434 planned training hours.

15 Mar.- Completed ripout of 1A and 1B boilers.

18 Apr.- Completed ripout of 4A and 4B boilers.

9 May - Completed ripout of 2A and 2B boilers.

16 May - Completed ripout of 3A and 3B boilers.

19 May - Landed new 100,000 gallons per day distilling plant in #2 auxiliary machinery room (ship ALT 4368K)

1 Aug.- Reorganized the Engineering Dept. as directed by COMNAVAIRPAC letter Ser 3133/3691 of 19 June 75. See enclosure (2).

2 Aug.- Undocked

- 7 Oct.- Complete firemain valve overhaul
- 1 Nov.- Remove temporary firemain.
- 11-13 Nov.- Propulsion examining board lightoff exam (L.O.E.) satisfactorily passed in 1 Main Machinery room and 1 Auxiliary Machinery room.
- 17 Nov.- Lit fires in 1A boiler to set safeties and support Auxiliaty Machinery testing.
- 23 Nov.- Lit fires in 1B boiler to set sageties and continue Auxiliary Machinery testing.

STATISTICAL DATA

Industrial man hours expended- 322,000
 Industrial support man hours expended- 162,000
 Training man hours expended- 144,000

- c. The following shipalts are in progress for accomplishment:

<u>SHIPALT</u>	<u>NOUN NAME</u>
43681L	Install new 100,000 gal. distilling plant
2929D	Monel lands
4497D	Main engine clapper valves
3092K	Replace SSTG governors
3599K	Main feed pump overspeed trip
4395K	Contaminated bilge discharge pump
4111K	Bilge discharge piping
3203K	FWDCT Modifications
4201K	Power operated sea valves
3527K	Turbine firepumps
36681L	SSTG turbine modifications
4140D	Lube oil separator pumps
3198D	Replace SSTG reduction gears.
4457D	Main condensate temperature alarms
4320D	SOOT blower heads
3592D	Install automatic combustion control simulator
3663D	Feed control valves
4582D	Steam traps/orifices
3630D	Automatic combustion control air supply
4853D	Replace boiler superheater
4855D	Modification to boiler casings
4854D	Modification to boiler economizer
4750K	Boiler fuel oil burner conversion
3323D	10" Fuel oil fill line valve
5004D	Propulsion plant ABC improvement
6010D	Removal SFTG
3116D	Removal catapult desuperheater
3133D	Install 1200 psi steam valves
4387K	Nucleonic water testing
3605	2 Gypsy head replenishment winch replacement
4767	Additional 150 ton air conditioning plant

4821 Ingersol high pressure air compressors
4788K Vital space sprinkling
4332K Vital space water removal drains
3371D Install vent accesses
4655K CHT holding tank installation

d. Refer to enclosure (2) for engineering reorganization

e. 11-13 Nov. 75 First carrier to have P.E.B. during a cyclic overhaul. Satisfactory completion.

f. No Input

g. No Input

17 DEC 1975

MEMORANDUM

From: AIMD Officer
To: Public Affairs Officer

Subj: Command History for Calendar Year 1975.

Ref: (a) Your memo of 9 December 1975

1. In reply to reference (a), the following is submitted:

a. Conversions and modifications: During COH 1975 AIMD received a number of ship alts and changes in support of the new airwing aircraft, specifically the F14, S3A, E2C, RF-8G, and A6E. The largest change was the addition of Avionics Shop 10, VAST, a multipurpose test facility designed to support the F14, E2C, S3A, and A6E. Shop 6, formerly the calibration laboratory, was moved to the main deck (Shop 5), while its former space received the Hybrid Automatic Test Station to support the S3A. Other major Avionics Division changes included removing all the SACE/BACE and MATC benches which supported the A6A and removing all the equipment from the Aviation Special Support Center (ASSC) spaces which supported the RA5C. The A6A spaces received new equipment to support the A6E while ASSC became a supply department shipping area. AIMD acquired a large complex of spaces on the O2 level port side which were extensively modified for storage of F-14 ordnance equipment. In the general maintenance area, work was started to resume use of the engine stowage cells on the aft mezzanine, displacing supply shipping and receiving to ASSC. The test cell platform received modifications to enable it to test the TF-30 engine with afterburner. Finally, the hydraulic shop was extensively rearranged after removal of the vapor cycle test bench which supported the E2B aircraft.

b. Overhaul report: AIMD will have completed 37,000 man-hours of a 52,000 total man-hour package on 31 December 1975.


C. E. CATER

Copy to:
File

OPS/TN:gy
10000
Ser: 953-76
8 January 1976

MEMORANDUM

From: Operations Administrative Officer *N*
To: Public Affairs Office

Subj: Operations Department Command History

Ref: (a) OPNAV INST 5750.12B
(b) CVA64 INST 5750.1B
(c) PAO MEMO 9 December 1975

1. In accordance with reference (a), (b), (c) the following Command History input is submitted for CV64 Operations Department.

a. On 1 July 1975, USS CONSTELLATION changed its designation from CVA to CV. This means that an entirely new Anti-Submarine Warfare discipline is being added to the traditional fighter and attack capability of the CVA.

The Operations Department faced three major problems in 1975. First was to complete its comprehensive overall package on schedule including all conversions modification and rehabilitation. Second problem was the transition from a CVA to CV and the introduction of a all new tactical support center (TSC), the third problem and one of major importance was the continuing, management of manpower resources to supply both the needs of the overhaul and also maintain a high training level. Included in this was Team, Pilot, Individual operator and Technician Training.

Prior planning had its rewards for the Operations Department. As of the first of the year solutions had been found to all problem areas. The Comprehensive Overhaul Package (COH) with all modifications was 90% complete freeing manpower resources for use in training and other departments.

While modifications were being installed, the remaining Operations equipment and spaces received major overhaul and refurbishment. Crews living spaces were totally rehabilitated for greater comfort and easier maintenance. The transition from a CVA to CV and TSC installation continues on schedule. Training and PQS was at an all time high level and the Operations Department 3M system was evaluated as the best onboard. A great majority of doctrines and instructions were or are in the process of being reviewed, revised, or rewritten. The crew's training programs were intensified, and as January 1976 approaches, the wheels are turning faster by the minutes to make Operations again the vital heart of the ship.

b. NONE

c. An integral part of the new CV concept is the Carrier Tactical Support Center which has the basic function of providing computerized brief/debrief information and Command and Control to the S-3 Viking, the Navy's newest airborne ASW systems. In addition, the CV-TSC will have the capability of providing real-time and post flight processing of data from all airborne ASW platforms.

d. Developments in Policy and Planning. Calendar year 1975 was an time of transition and speculation concerning the integration of the ASW sensors into the Attack Carrier environment and the molding of a viable CV striking force.

This command closely followed the trial organization of the Atlantic Fleet CV and developed a modified organization tailored to the physical, material and organizational constraints of CV-64. The capabilities of the S-3, and SH-2 sensors were evaluated and a considerable effort expended toward education in this new field. CV-64's conceptional organization places the ASW analysis center under the tactical and administrative organization of Combat Direction Center, with the maintenance responsibilities delegated to the EMO.

The ASW Officer, a Commander, will be assigned to Strike Operations, broadening the perspective of this planning group and integrating the ASW concept more fully in the ships operation.

The capabilities of the S-3/SH-3 add a multitude of interesting and valuable tactical capabilities to the CV which while in the conceptual stage now will be evaluated and refined once the ship commences its at sea training.

2. The Operations Department has met the challenges of 1975, and in 1976 looks forward to going to sea onboard the finest weapons platform afloat.



T. NUNNO
LCDR USN



9 January 1976

MEMORANDUM

From: Weapons Department History Representative
To: Public Affairs Officer

Subj: Command History

Ref: (a) CV64 INST 5750.1B

1. The Weapons Department has been engaged in renovating the several hundred spaces assigned, repairing and refurbishing the missile and fire control systems and reorganizing ordnance stowage and handling facilities to meet the needs of the Navy's modern aircraft and the ship's new designation of CV. The documented work package consists of 73,564 manhours. At the end of calendar year 1975, 69 percent of this work has been completed.

2. Modifications to the Ship's Armory and small arms stowage spaces in accordance with ShipAlts 4189 and 4156.2K have been accomplished. Modifications include the installation of high security small arms lockers, intrusion alarm systems and structural changes to the armory doors and bulkheads. Major alterations to the ship's Weapons elevators has been accomplished by implimentation of ShipAlts 4043 and 3800. Two 1400 pound capacity upper stage elevators and two 5500 pound capacity lower stage elevators have been removed. One 10,500 pound capacity lower stage elevator has been installed inlieu of the two lower stage elevators. Modifications to modernize the dry type magazines sprinkler systems are in progress under ShipAlt 4812D with 50% of the work completed. A notable "First" in conjunction with this modification, ship's force (G-1 Division) has conceived and designed a compact "control board" centralizing the location of the major control components of each sprinkler system utilizing a standard configuration. The concept has allowed the boards to be manufactured and assembled by Navy personnel at a distant facility and shipped as one integral unit to be installed by ship's force. Providing a standard configuration not only reduced the cost of updating the sprinkler systems but reduces maintenance time and simplifys the training of personnel for both maintenance and operation. CONSTELLATION will have thirty-one of these control boards placed throughout the ship in proximity to their respective magazine sprinkler systems. Another "Noteable first" occured when G-3 Division undertook and accomplished the job of refurbishing the upper stage weapons elevators. Utilizing abrasive blasting vice conventional methods thousands of manhours were saved. Spray application of polyamide-epoxy paint produced a high quality finish that will withstand and resist corrosion far longer than previously used materials. CONSTELLATION is the only ship that has done this job and it was accomplished at a fraction of the estimated contract cost.

3. The Weapons Department float provided the ships representation in the Bremerton Armed Forces Day Parade in May. Utilizing the ship's motto "Spirit of the Old, Pride of the New" the float depicted the weaponry and uniforms of the original CONSTELLATION and the CONSTELLATION of today.
(Photo available)

4. LCDR R. W. GOSS relieved CDR R. V. CHRISTOPHER on 14 January 1975 as Weapons Officer. CDR A. T. EYLER relieved LCDR R. W. GOSS on 19 September 1975 as Weapons Officer.

Very respectfully,


R. L. KENNEDY
CWO2 USN

Copy to:
Weapons Officer

PHO

19 JAN 76

MEMORANDUM

From: First Lieutenant
To: PAO ←

Subj: Historical Data for Calendar Year (CY) 1975

Ref: (a) CV-64 INST 5750.1B

- Encl: (1) Chronological Narrative
(2) Statistical Data
(3) List of Awards and Achievements
(4) Deck Department Organization Chart
(5) List of Casualties to Deck Department Personnel
(6) Major Modifications and Alterations

1. Enclosure (1) - (6) are submitted IAW ref (a).


E. CLARK

Copy to:

- FL
- AFL
- file
- XO (w/Encl)

DECK DEPT CHRONOLOGICAL NARRATIVE CY-75

1 JAN - 26 JAN

Inport San Diego

26 JAN - 1 FEB

Enroute to PSNS for COH-75. On 30 JAN we conducted a daylight under-way replenishment (AMMO BACKLOAD) with the USS SHASTA (AE-33).

1 FEB - 31 DEC

COH - 75 in-progress with the following significant Events occurring:

- a. FEB - off loaded all liferafts (330) and life raft baskets (110) for overhaul.
- b. MAR - off loaded all Replenishment at sea (RAS) winches for overhaul. Anchors and anchor chains were also removed for preservation and painting, and the overhaul of all ground tackle handling equipment began.
- c. MAR thru JUN - accomplished the overhaul of all life-rafts.
- d. JUL - reinstalled anchors and anchor chains.
- e. AUG - DEC - COH-75

Encl: (1)

22 August 1975

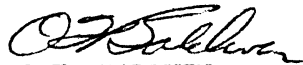
MEMORANDUM

From: Air Officer
To: PAO

Subj: Air Department Historical Data for CY74; submission of

Ref: (a) PAO Memorandum of 14 August 1975

1. In accordance with reference (a), the following key evolutions that occurred in CY74 for the Air Department are submitted:
 - a. 10,294 catapult shots of which over 8,000 were aircraft launches.
 - b. 8,722 arrested landings
 - c. All catapult shots and arrested landings in 1a and 1b above were without accident.
 - d. During Operational Readiness Inspection, the barricade was rigged in a record 1 minute and 39 seconds.
 - e. V-1 Division completely restriped the flight deck in 10 hours, using \$2,000 worth of paint for the visiting VIPs in Pakistan.
 - f. Transit to WESTPAC saw 1.5 million gallons of JP5 expended for propulsion of Connie and escorts.
 - g. During cruise, Air Department expended 11,099,733 gallons of JP5, 14,138 gallons of AVGAS and 7,560 gallons of lube oil.
 - h. V-4 Division refueled the HMS LEANDER in the Indian Ocean with 60,000 gallons of JP5.



O.F. BALDWIN
CDR USN

22 August 1975

MEMORANDUM

From: Supply Officer
To: Public Affairs Officer

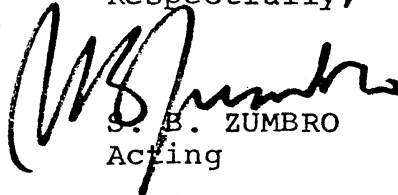
Subj: Historical Data

Encl: (1) Supply Department History

Ref: (a) PAO memo of 14 Aug 1975

1. Enclosure (1) is forwarded in accordance with reference (a).

Respectfully,



S. B. ZUMBRO
Acting

SUPPLY DEPARTMENT HISTORY
CALENDAR YEAR 1974

I. General. The normally high intense supply operations continued without letup during the workup period prior to the 21 June deployment. In March 1974 the Naval Regional Finance Center, San Diego conducted an on-site audit of all pay records, with satisfactory results. The Supply Department received its Fiscal Year 1974 Annual Supply Inspection during 1-3 May and 19 June 1974, and passed with an overall grade of Satisfactory. During May 1974 the Supply Department successfully supported the air wing during a three-week "mini-cruise." The six-month WESTPAC deployment included the Fiscal Year 1975 Annual Supply Inspection, conducted 2-4 October 1974. CONSTELLATION received a Satisfactory grade and special mention of its outstanding food service operation. (CONSTELLATION was later to be nominated as COMNAVAIRPAC's best large mess afloat and to be named runner-up in that category in the Fiscal Year 1975 Ney Award Evaluation). A highlight of the cruise was the superb VIP luncheon held in Wardroom II for some 60 high-ranking foreign dignitaries at the conclusion of Exercise MIDLINK 74.

II. Statistics.

- A. Requisition demands placed on Stores Division: 27,300
- B. Ship's Store sales exceeded \$800,000.
- C. Ship's laundry: processed 42,000 pounds weekly.
- D. Typewriters repaired by Stores Division repair shop: 296.
- E. Contribution to the Welfare and Recreation Fund from retail outlet profits: over \$70,000.
- F. Average wardroom mess bill: \$50. Mess share was maintained exactly same at the beginning and end of cruise.
- G. Closed Loop Aeronautical Management Program supply effectiveness: 95%.
- H. Off-ship NORS/NFE requisitions: averaged less than 200, peaked at 286 during the Indian Ocean excursion.
- I. AWP components: ranged from 240-440 units, with 355-600 requisitions for piece parts outstanding.
- J. Primary users of Supply's computer system: Supply 42%, 3-M 14%. An average of 60,000 cards was used each month.
- K. CPO Mess berthed and fed 250 chief petty officers during the cruise.

Enclosure (1)

I. AWP components: ranged from 240-440 units, with 355-600 requisitions for piece parts outstanding.

J. Primary users of Supply's computer system: Supply 42%, 3-M 14%. An average of 60,000 cards was used each month.

K. CPO Mess berthed and fed 250 chief petty officers during the cruise.

Enclosure (1)

III. Problem Areas

A. Receiving Area. A significant problem encountered by S-1 and S-6 Divisions was the absence of an adequate receiving area in the hangar bay. This caused numerous related problems in that material was continually being received with no place to temporarily store it, resulting in quantities of material being stolen or lost. Records were incorrectly documented due to insufficient time allowed to process material correctly and material was also misplaced. A solution was reached when Air Department and Supply Department agreed on designated receiving/consolidation areas on the hangar deck; the agreement was formalized as a CV64 instruction.

B. Berthing. Berthing was a problem. As an example, the number of personnel assigned during the deployment exceeded the S-6 berthing capacity. The personnel assigned from the Air Wing were assigned berthing spaces in eight different compartments. This compounded the problem of locating personnel for musters, special working parties, and administrative processing. A request for additional berthing spaces has been submitted.

IV. WESTPAC Cruise. A Supply Department cruise report is attached.

SUPPLY DEPARTMENT

The 1974 deployment represented continued big business for CONSTELLATION's Supply Department. Monthly issues were 5,000, which equalled the high volume of business during the Vietnam conflict. Monthly receipts averaged 6,000 -- the majority arriving during seven major underway replenishments.

The Supply Department's primary mission is support of the ship and embarked air wing. Supply helped the air wing reach high rates of operationally ready (82%) and full systems capable (77%) aircraft. Off-ship NORS/NFE requisitions peaked at 286 during the Indian Ocean operations when aviation support was available only by limited air logistics flights, but generally totalled less than 200. Broad Arrow and TBOS requisitions at end of month ranged from 12 to 26, with an average receipt time of 15 days. Despite an extremely small AWP locker, AWP management efforts resulted in a range of 240-440 units outstanding and 355-600 requisitions outstanding. Rotatable Pool effectiveness averaged 89% and CLAMP (A-7E, EA-6B, E-2B) effectiveness averaged 95%.

The initial logistic planning for the Indian Ocean deployment was developed around the concept of a AOE in company with the Task Group which provided fuel, provisions and HULL items. Two replenishments and Fleet Freight from AF type ships were scheduled on 22 November and 8 December. The first air logistic support for an Indian Ocean cruise was developed with one logistic flight scheduled to arrive in Singapore on 5 November and four logistic flights scheduled to arrive at Karachi, Pakistan. An additional C-1A was obtained from VRC-50 in order to lift Karachi cargo to CONSTELLATION. Due to weather at Cubi, the Singapore flight was cancelled and because of mechanical problems all Karachi logistic flights were delayed. Intermixed with these problems was the sudden departure of CONSTELLATION from Exercise MIDLINK 74 to the Persian Gulf which took CONSTELLATION out of COD range from Karachi. Three of the four logistic flights were received at Karachi, one while CONSTELLATION was in port and two flights while at sea. A total of 10 NORS/NFE, 11 CASREPTS and two engines were received by air. Since both AFS replenishments were towards the conclusion of the Indian Ocean deployment, the air logistics, while only barely satisfactory, filled a definite need for aircraft support. Continued use of this air logistic concept is recommended for future Indian Ocean deployment.

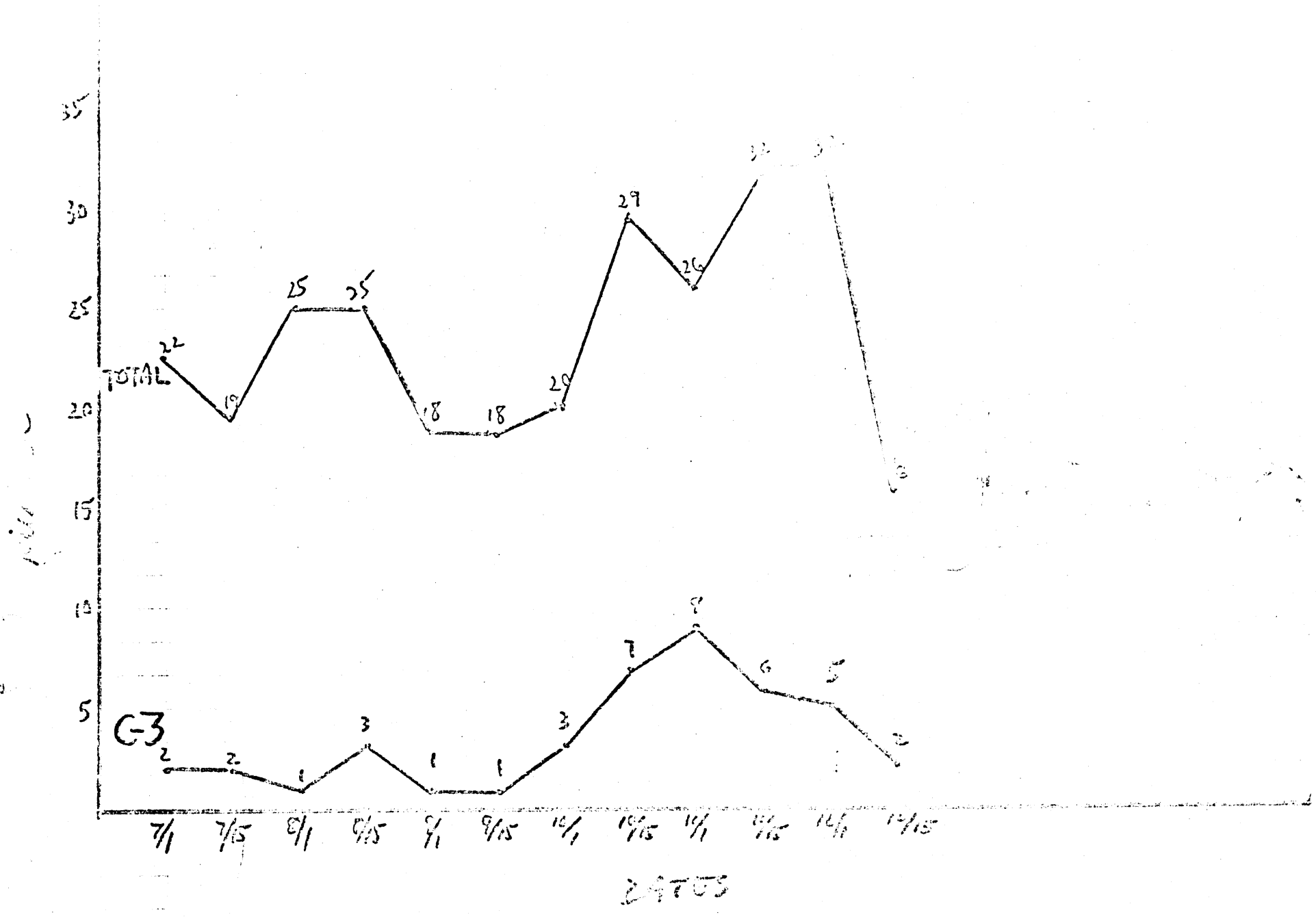
Port visits away from Subic were generally expensive, particularly where ferries had to be rented. The six-day Hong Kong visit cost the ship's OPTAR \$14,300; four days in Singapore cost \$14,700; and three days in Karachi, where the ship's boats vice ferries were used, cost \$14,700.

Foreign merchandise ordered through Navy Exchange Yokosuka by the ship's store on special order was popular with the crew. A total of \$150,000 of foreign merchandise was sold. Disbursing was big business, as expected on a big deck carrier: total money disbursed was \$8.66 million. Paydays were all-check with check cashing lines available.

Sharp increases in food costs impacted the Wardroom Mess. Some of the more striking examples were steak--up 56%, sugar--up 70% and coke syrup--up 89%. However, intensified management enabled the mess to keep the mess bill at an average of \$50, with a range of \$48-56, and to allow air wing officers to buy out of the mess with the exact same mess share as when they bought in. Highlights of the cruise was the VIP Luncheon held in Wardroom III at the conclusion of Exercise Midlink 74; the meal, service and table decorations were superlative and the menu included such delicacies as goat meat.

Data processing was run as a round-the-clock operation. An average of 96,000 cards was punched monthly, with aviation 3-M (39%) and supply (29%) the major users. Dedicated preventative maintenance on the system was effective and no major computer problems were experienced. Computer time was utilized 57% for supply and 14% for aviation 3-M.

CONSTELLATION's food service operation was the subject of high praise. Many squadron and division parties were catered and special holiday meals were highlights of the cruise. Food service was awarded an "outstanding" grade during the FY75 Annual Supply Inspection and, as a result of the Ney Award Evaluation conducted in early December, CONSTELLATION expects to be selected as COMNAVAIRPAC's "best mess" in the Ney Award competition.



DECK DEPARTMENT HISTORICAL STATISTICAL DATA FOR CY-74

I. Underway Replenishments and Refuelings:

A. Replenishments:

<u>Type Ship</u>	<u>No. of replenishments</u>			<u>Np. of different replenishment ships involved</u>
	<u>DAY</u>	<u>NIGHT</u>	<u>TOTAL</u>	
AE	2	1	3	3
AFS	1	3	4	2
TPTA:S	3	4	7	5

B. Refuelings

DD	22	1	23	10
AVR	2	2	4	1
AO/TAO	14	6	20	6
TOTALS	38	9	47	17

C. Compination replenishments & refuelings

AOE	3	8	11	2
TOTALS	3	8	11	2
GRAND TOTALS	44	21	58 = 123	24

II. Number of anchorings:

	<u>WEIGHT</u>	<u>LENGTH CHAIN</u>	<u>NO. OF DROPS</u>	<u>AVERAGE WATER DEPTH</u>	<u>AVERAGE SCOPE OF CHAIN</u>
PORT ANCHOR 30tons		1,080'	10	70'	280'
STBD ANCHOR 30tons		1,080'	7	65'	465'

III. Deck Department CY-74 Budget: \$85,000

IV. Deck Department personnel Distribution CY-74:

A014
First Lieutenant

A014B
Ship's Bos'n

A014C
Admin Asst.

SIDECLEANERS

A014A
Asst. First Lieutenant

A141
1st Div. Off

A142
2nd Div. Off

A143
3rd Div. Off

A144
4th Div. Off

A145
5th Div. Off

ONBOARD DISTRIBUTION BY DIVISION

<u>RANK/RATE</u>	<u>ALLOWANCE</u>	<u>DEPT.</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>
LCDR	1	1					
LTJG	3				1		1
ENS	2			1		1	
EW04	1		0 ¹				
BMCS	1						1
BMC	1			1		1	
BM1	6		1	1	2	1	2
BM2	10		0	1	1	2	1
BM3	18		3	2	2	0	1
E-1thruE-3	<u>158</u>		<u>26</u>	<u>17</u>	<u>20</u>	<u>21</u>	<u>17</u>
TOTALS	201	1	31	23	26	26	23

AWARDS AND ACHIEVEMENTS CY-74

Three Deck Department personnel were present with CO's letters of commendation for their alert actions in rescuing a shipmate from the water while anchored in Hong Kong. The three persons were BM1 Jon LINDSEY, SN Bradley J. GAZAW and SN Paul O. GARLAND.

OPS/TN:gy
10000
Ser: 953-76
8 January 1976

MEMORANDUM

From: Operations Administrative Officer *N*
To: Public Affairs Office

Subj: Operations Department Command History

Ref: (a) OPNAV INST 5750.12B
(b) CVA64 INST 5750.1B
(c) PAO MEMO 9 December 1975

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While modifications were being installed, the remaining Operations equipment and spaces received major overhaul and refurbishment. Crews living spaces were totally rehabilitated for greater comfort and easier maintenance. The transition from a CVA to CV and TSC installation continues on schedule. Training and PQS was at an all time high level and the Operations Department 3M system was evaluated as the best onboard. A great majority of doctrines and instructions were or are in the process of being reviewed, revised, or rewritten. The crew's training programs were intensified, and as January 1976 approaches, the wheels are turning faster by the minutes to make Operations again the vital heart of the ship.

b. NONE

c. An integral part of the new CV concept is the Carrier Tactical Support Center which has the basic function of providing computerized brief/debrief information and Command and Control to the S-3 Viking, the Navy's newest airborne ASW systems. In addition, the CV-TSC will have the capability of providing real-time and post flight processing of data from all airborne ASW platforms.

1975

COMMAND HISTORY
USS CONSTELLATION (CVA-64)

USS CONSTELLATION was commissioned in New York City, October 27, 1961. Vice Admiral Robert B. Pirie delivered the principal address, and Mrs. Christian A. Herter, ship's sponsor, presented the officers and men with a traditional commissioning plaque.

The ship commenced her final sea trials January 16, 1962 and returned to New York January 18, having passed her acceptance trials with outstanding success. She was now fully ready for sea.

On September 3 the ship arrived at the Panama Canal Zone where she was the first large U. S. Navy ship to hold general visiting in 10 years. As a result, 52,000 people streamed aboard in a 3-day period, the largest mass of people Canal Zone police could remember ever being in the area.

The ship had its first change-of-command ceremony on November 19, 1962, two hours before departing on a three week Mid-Pac training cruise, when Captain S. W. Vejtasa relieved Captain T. J. Walker.

The ship's first permanent Air Group--Carrier Air Wing 14--came aboard November 18, and after several training operations at sea in conjunction with the Air Group and other ships, CONSTELLATION departed on her first Western Pacific cruise February 21, 1963. She stopped at Pearl Harbor to undergo final training maneuvers, and at midnight on March 17, officially became a unit of the U. S. SEVENTH Fleet while enroute from Pearl Harbor to Subic Bay, Philippine Islands.

After a South China Sea operating period, the ship headed for the British Crown Colony of Hong Kong, arriving there on April 10. CONSTELLATION remained there for five days thus giving her crew an excellent opportunity to see the famous city. On April 15 the ship left Hong Kong and set its sights for Japan.

A special date in CONSTELLATION's history is July 25 when President and Madame Chiang Kai-Shek of the Republic of China came aboard for a one day visit. They arrived via helicopter while the ship was off Taiwan and were accompanied by VADM Thomas H. Moorer, Commander U. S. SEVENTH Fleet.

August 28, the ship set a course for the United States, thus ending her first Western Pacific cruise. After an absence of over six months, CONSTELLATION returned to San Diego on September 10, 1963.

The ship experienced its second change-of-command when on November 9, 1963, Captain Frederick A. Bardshar relieved Captain Stanley W. Vejtasa as Commanding Officer of CONSTELLATION.

The Honorable Paul Nitze, Secretary of the Navy, visited the CONSTELLATION on December 17, 1963. The secretary's party included such high-ranking Naval officers as Admiral U. S. G. Sharp, Commander-in-Chief, Pacific Fleet; Vice Admiral P. D. Stroop, Commander Naval Air Force, Pacific Fleet and Vice Admiral E. P. Holmes, Commander U. S. FIRST Fleet.

d. Developments in Policy and Planning. Calendar year 1975 was an time of transition and speculation concerning the integration of the ASW sensors into the Attack Carrier environment and the molding of a viable CV striking force.

This command closely followed the trial organization of the Atlantic Fleet CV and developed a modified organization tailored to the physical, material and organizational constraints of CV-64. The capabilities of the S-3, and SH-2 sensors were evaluated and a considerable effort expended toward education in this new field. CV-64's conceptional organization places the ASW analysis center under the tactical and administrative organization of Combat Direction Center, with the maintenance responsibilities delegated to the EMO.

The ASW Officer, a Commander, will be assigned to Strike Operations, broadening the perspective of this planning group and integrating the ASW concept more fully in the ships operation.

The capabilities of the S-3/SH-3 add a multitude of interesting and valuable tactical capabilities to the CV which while in the conceptual stage now will be evaluated and refined once the ship commences its at sea training.

2. The Operations Department has met the challenges of 1975, and in 1976 looks forward to going to sea onboard the finest weapons platform afloat.



T. NUNNO
LCDR USN



MEMORANDUM

20 August 75

From: 35
To: 03

Subj: Historical data for calender year 1974, submission of 1974

Ref: (a) PAO memo, undated

1. Subject information is submitted as requested and is keyed to paragraph 3 of reference (a).

- A. N/A
- B. None
- C. N/A
- D. Problem Areas:

1) The AN/URD-4 radio direction finder has repeatedly been a problem area due to the fact that it is over 20 years old and many required sub-assemblies are no longer available or in production. This equipment was CASREPT from May to October.

2) The antennas and cables for the LS0 UHF radios were burnt up twice due to jet aircraft making high power turnups over the LS0 platform. Also moisture getting into the radio control boxes on the LS0 platform caused some problems.

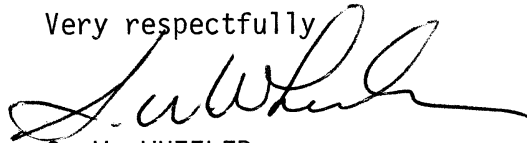
3) In the Metro area, supply support for the AN/SMQ-1 Radiosonde receptor and AN/SMQ-6(V) Meteorological Data Receiver-Recorder continues to be a problem due to no APL's being provided for these equipments.

4) Numerous minor problems have been experienced due to power losses & fluctuations in both voltage and frequency. This, combined with overheating due to loss of air conditioning or chilled water is a major contributor to electronics failures.

5) AN/SRN-9 failed twice and is now barely operational due to reduced sensitivity. One failure was caused by water and corrosion damage and the second was due to lightning striking the antenna. Present problems appear to be due to corrosion or bad connection on antenna.

E. N/A

Very respectfully



S. W. WHEELER
LT USN

FORWARD

The nature of the Operations Department input to the Historical Data for calendar year 1974 attempts to only review the highlights of that year. 1974 presented CONSTELLATION with many new and different challenges as a new, peacetime role was assumed.

Pre-deployment, SRA, ORE, REFTRA, CARQUALS, AIR OPS, type training and personal qualification updates enabled CVA-64/CVW-9 to be in the finest state of preparation for a WESTPAC deployment.

Many firsts were recorded in 1974, notably: the deployment of CONSTELLATION/CVW-9 to the Indian Ocean and a port visit to Karachi, Pakistan; a WESTPAC cruise with no combat action in South Vietnam (CONNIE was the first carrier to attain this goal since the end of hostilities, and the first U.S. Navy aircraft carrier to conduct air operations in the Persian Gulf since 1948).

A change in tempo from a wartime to a peacetime environment resulted in many substantial changes, which had been initiated during calendar 1973, and were fully established in 1974. The Operations Department adapted to the new environment of: round-the-clock ocean surveillance; CVA defense in the multi-threat environment; restricted overland reconnaissance; the open-ocean threat analysis; and the necessity of maintaining a high degree of intelligence readiness to support any contingency.

Identification of problematic areas and possible solutions are brought out in the various chronological data reports; however, since CONNIE was first to experience peacetime carrier operations in the South China Sea, acceptable answers have yet to be completely established.

A review of the ship's chronological history of 1974 is included with amplifying information for each of Operations' eight divisions. The divisions listed are: OZ (Integrated Operational Intelligence Center (IOIC)); OP (Photographic Laboratory), OI (Combat Information Center (CIC)), OC (Carrier Air Traffic Control Center or CATTC), OA (Aviation Meteorology), OX (Operations Admin, and Strike Operations (STOPS)), OS (Naval Security Group Detachment), and OE (Ship's Electronic Maintenance Division). Classified reports from OZ Division are included under separate cover, and OS Division has forwarded their required reports through other channels to COMNAVSECGRU Headquarters in accordance with NAVSECGRU INST C5750.1.

All inspections and exercises, statistical data, awards and achievements of personnel and divisions are included in respective enclosures. Comprehensive division histories are also included in their respective cruise reports and are appended as enclosures.

Definitions of new tactics, exercise code names, plans and staff studies are included herewith in the Operational Highlights (enclosure (12)).

Preparations for the WESTPAC deployment, and subsequent Indian Ocean Cruise, produced a myriad of classified publications which were prepared by the IOIC. The most significant of these publications were: "The Military Fact Book for the Indian Ocean" and "Mid-Link 74," plus a full scale Mid-Link '74 photo record of the exercise participants and the Communist bloc observers; an Elint Threat Guide was also put together for the Indian Ocean Cruise which included the classified enemy emitters of selected areas; a "CVA Threat Assessment Guide," and a "CONSTELLATION/CVW-9 General War Plan Action Guide-1974" were also produced for contingency operations during the deployment.

The IOIC and CIC worked hand-in-hand by establishing an Ocean Surveillance Analytic Center (OSAC); and a Surface, Subsurface Surveillance Control (SSSC) system, both of which proved invaluable during the deployment. Every division within Operations Department maintained the pace of former wartime conditions, resulting in a highly trained and smooth-functioning command and control system throughout the Operations Department.

The "Lessons Learned" for CVA-64 during Calendar '74 were well received by all associated commands concerned. Since a 1974 month-by-month division diary was not kept by the department, all additional requirements for cruise information may be drawn from the various enclosures.

During 1974, by responding to continued challenges on the open ocean, CONSTELLATION once again proved that she was the "Spirit of the Old, Pride of the New."

1974 Navigation Statistics

20 August 1975

I. Milestones:

- A. 1. REFTRA: 11 FEB - 1 MAR 74
- 2. TRE: 1 FEB 74
- 3. INSURV: 22 APR - 28 APR 74
- 4. ORE: 20 MAY - 24 MAY 74
- B. Deployment: Underway for WESTPAC on 21 JUN 74
- C. 1. Port Visits:
 - a. Subic Bay: 10 JUL - 20 JUL 74
5 AUG - 15 AUG 74
1 SEP - 16 SEP 74
11 OCT - 17 OCT 74
21 OCT - 27 OCT 74
8 DEC - 10 DEC 74
 - b. Hong Kong: 23 SEP - 30 SEP 74
 - c. Singapore: 4 NOV - 8 NOV 74
 - d. Karachi, Pakistan: 19 NOV - 22 NOV 74
- D. 1. Indian Ocean: 9 NOV - 1 DEC 74
- 2. Persian Gulf: 24 NOV - 25 NOV 74
- E. Arrival CONUS: 23 DEC 74
- F. UNREPS: Total of 69 during 74

II. Awards:

A. Mrs. Christian Herter Award for Leadership given to QM2 Daniel MILLS on 19 DEC 74.

III. Operating Schedule in 74:

1 JAN - 29 JAN 74	Inport San Diego
29 JAN - 30 JAN 74	Underway (Sea Trials)

Enclosure (1)

30 JAN -	4 FEB	Inport San Diego
1 FEB		Training Readiness
		Evaluation
4 FEB -	8 FEB	Underway San Diego OP Area
8 FEB -	11 FEB	Inport San Diego
11 FEB -	15 FEB	Underway (REFTRA)
15 FEB -	19 FEB	Inport San Diego
19 FEB -	22 FEB	Underway (REFTRA)
22 FEB -	25 FEB	Inport San Diego
25 FEB -	1 MAR	Underway (REFTRA)
1 MAR -	11 MAR	Inport San Diego
11 MAR -	20 MAR	Underway (CARQUALS)
20 MAR -	3 APR	Inport San Diego
3 APR -	11 APR	Underway (CARQUALS)
11 APR -	1 MAY	Inport San Diego
22 APR -	26 APR	Insurv Inspection
1 MAY -	10 MAY	Underway (A OPS)
11 MAY -	14 MAY	Inport San Diego
14 MAY -	24 MAY	Underway (A OPS)
24 MAY -	1 JUN	Inport San Diego
1 JUN -	21 JUN	POM San Diego
21 JUN -	10 JUL	Underway for Subic, R. P.
26 JUN -	27 JUN	Operations Hawaii OP Area
10 JUL -	20 JUL	Inport Subic Bay, R. P.
20 JUL -	5 AUG	Underway Subic OP Area
5 AUG -	15 AUG	Inport Subic Bay, R. P.
15 AUG -	31 AUG	Underway Subic OP Area
1 SEP -	16 SEP	Inport Subic Bay, R. P.
16 SEP -	23 SEP	Underway Subic OP Area
23 SEP -	30 SEP	Inport Hong Kong
30 SEP -	11 OCT	Underway Subic OP Area
11 OCT -	17 OCT	Inport Subic Bay, R. P.
17 OCT -	21 OCT	Underway Subic OP Area
21 OCT -	27 OCT	Inport Subic Bay
27 OCT -	4 NOV	Enroute Singapore
4 NOV -	8 NOV	Inport Singapore
8 NOV -	9 NOV	Transit Malacca Straits
8 NOV -	18 NOV	Enroute Karachi, Pakistan
19 NOV -	22 NOV	Inport Karachi, Pakistan
22 NOV -	24 NOV	Enroute Persian Gulf
24 NOV -	25 NOV	Underway in Persian Gulf
25 NOV -	28 NOV	Operation MIDLINK
29 NOV -	8 DEC	Enroute Subic Bay
8 DEC -	10 DEC	Inport Subic Bay
10 DEC -	11 DEC	Transit San Bernandino Straits
11 DEC -	23 DEC	Enroute San Diego
23 DEC		Inport San Diego

Historical Data for Calendar YR 74 for CIC

1 JAN - 21 JUN 74

1. During this period, CONSTELLATION was involved with Refresher Training, an operational readiness inspection, carrier qual and a pre-deployment standown period.

- A. REFTRA: CIC personnel demonstrated their readiness to deploy by accumulating a score of 95.6% during this training cycle.
- B. ORE: CIC again proved their readiness during this inspection by accumulating an 86% score for this inspection.
- C. CAR-QUALS: Car-quals began in mid-March to prepare CVW-9 for deployment aboard CONSTELLATION.
- D. May brought a stand-down period for CIC. This was a period of rest, leave, and to make final preparations for deployment.
- E. 21 June, CONSTELLATION deployed to WESTPAC for a 6 month deployment.

21 JUN - 10 JUL 74: Transit, WESTPAC

- A. 23 JUN, an unidentified sub-surface contact was detected and held. Surface, and air units tracked this contact for 18 hours. This contact was eventually classified as non-sub by 3rd fleet.

23 JUL - 30 OCT 74: South China Sea OPS

1. During this period, CONSTELLATION's operating schedule included standard carrier ops, numerous training exercises, and a port visit to Hong Kong. The 2 major exercises were Pagasa III and Multiplex 1-74. From SEP on, CONSTELLATION prepared for her upcoming overhaul in FEB 75.

- A. PAGASA III: During this exercise, CONNIE was able to avoid sub-surface raids by use of high speed evasion and aggressive use of escort and helo assets. EMCON and deception tactics were successfully employed in launching strike aircraft undetected.
- B. MULTIPLEX 1-74: CONSTELLATION and task group 77.6 were opposed by air, surface and sub-surface threats during this exercise. The opposing submarine was unable to distinguish CONSTELLATION passively due to the turn count masking and deployment of deception units. This was the first time CONSTELLATION operated with air ITASS unit. The use of EMCON and Electronic deception during this exercises were maximized.

2. Hong Kong port visit was CONSTELLATION's first foreign port visit since arrival Subic Bay, R/P in JUL. This was an enjoyable break for the crew from daily schedule.

3. Problems encountered during this period were:

- A. NTDS Surface Tracking. This problem stemmed from software programming. Patches were made to the program to partially eliminate this problem.
- B. The SSSC system was revised to make it a more functional system.
- C. Mutual radar interference was encountered and a radar guard ship system was employed to successfully eliminate this problem.

30 OCT - 8 DEC 74.

1. During this period, CONNIE sailed to the Indian Ocean via a Singapore port visit for MIDLINK 1-74. King Neptune and his court came aboard prior to Singapore to visit his loyal Shellbacks and observe the Pollywog initiations.

- A. PASSEX: This exercise was a prelude to MULTI-PLEX 1-74. This exercise pitted the British Task Group against the U.S. Task Force in a War-at-Sea exercise. During this exercise, air, surface, and sub-surface units were employed by both sides. This was a valuable exercise in that it enabled the U.S. Task Force to exercise surface-subsurface coordination, EMCON, SSSC, and air control tactics against the British Task Group.
- B. Persian Gulf: CONSTELLATION and one escort were diverted from MIDLINK 1-74 to the Persian Gulf. Phenominal communication and radar ducting were experienced. UHF communications were held at 250NM. Radar contacts were held up to 70 miles. In the restricted waters of the Persian Gulf, CONSTELLATION aircraft flew SSSC missions covering the entire gulf.
- C. MIDLINK 1-74: This multi-nation exercise gave the U.S. Forces an excellent opportunity to operate with and against allied forces in air, surface, and sub-surface environments. Electronic Warfare was extensively employed to detect opposing units and deny the Soviet units that were present from the gain of extensive intelligence from Allied Forces. The exercise consisted of planning conferences, inport exercises, at-sea exercises, and a fire power demonstration by allied air, surface, and sub-surface units.

8 DEC - 23 DEC 74. Transit, EASTPAC

1. During this transit, CONSTELLATION and her escort were steaming under extended periods of EMCON and as a result were not overflown by TU-95 Bear aircraft. This transit was uneventful and CONSTELLATION arrived CONUS 23 DEC 74.

1 JAN - 24 DEC 74.

1. No awards or commendations presented to CIC personnel during this time, however CIC, OI Division did sponsor 6 children through school at a rate of \$500.00 for four years.

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USS CONSTELLATION OVERHAUL FY 74

BY

LT. R.J. BURNS, USN

OA DIVISION HISTORICAL DATA FOR CALENDAR YEAR 1974

U.S.S. CONSTELLATION departed San Diego on 21 June 1974 enroute to Subic Bay, R.P. Weather between San Diego and Subic was as expected. Cloud cover averaged low broken and high overcast. Winds were east-southeast 15-20 knots. Seas were slight and swells were east-southeast 3-5 feet. Widely scattered light rainshowers were observed during transit.

Weather communications were excellent, both facsimile and teletype. The personnel situation became a problem during this time when AGC Devine left the ship near Hawaii on emergency leave and was ultimately transferred. OA Division was short two forecasters.

The 1974 Typhoon season produced a near record number of storms and the CONSTELLATION sortied for typhoon evasion during three of these storms and threatened the ship on two other occasions. The following storms resulted in either evasion or constant watch by OA and FMSRT Personnel.

1. July 20-21 TYPHOON IVY Generally low ceilings 800-1500 feet, thunderstorms and rainshowers with visibility decreased to 3-5 miles. Winds in excess of 25 knots.

2. Sept 20-23 TYPHOON WENDY Enroute to Hong Kong. Finally presented no problem to the ship.

3. Oct 8-9 TYPHOON BESS Constellation stayed in Subic Bay with OA Division and FMSRT personnel on Typhoon Contingency Watch. Bess passed to the north of Subic and did not create danger to the ship.

4. Oct 10-11 TYPHOON CARMEN Caused evasion from Subic with essentially the same weather as IVY.

5. Oct 27-28 TYPHOON ELAINE Constellation left port for evasion. ELAINE had cloud cover from 1200 feet to 25,000 feet. Light to moderate rainshowers with prevailing visibility 6-8 miles reduced to 2-3 miles in showers. Winds were west northwest 15-18 knots with gusts to 30 knots in showers. Seas were 2-3 feet and swells were northerly 8-10 feet.

AGC Holmes and AGI Burns reported aboard on 8 October to ease the forecaster deficiency.

During the time CONSTELLATION operated in the Subic OPAREA other than typhoon evasion the weather was generally VFR with occasional thunderstorms and rainshowers. A low wind situation persisted for much of the South China Sea operations.

On 29 October U.S.S. CONSTELLATION departed Subic for Singapore enroute to the Indian Ocean. The transit to Singapore and the Indian Ocean were made in generally fair weather. Scattered to broken cloud cover and unrestricted visibility. Winds west-northwest 8-15 knots and seas calm.

The Bay of Bengal and Arabian Sea transit were made under clear skies and unlimited visibility.

During Exercise MIDLINK and the transit to and from the Persian Gulf, flying conditions were excellent.

On 27 November the ship departed the Indian Ocean enroute to Subic Bay. The weather was very good until the ship entered the South China Sea where northeasterly winds 10-20 knots were encountered along with broken to overcast cloud cover and scattered rainshowers were encountered. Visibility was reduced to 1-3 miles in showers.

Communications problems occurred during transit of the Indian Ocean and operations in the Indian Ocean and Persian Gulf. After 21 November when the ship crossed 10°N facsimile and teletype (Channel 8) reception became fair in daylight hours and very poor at night. Efforts were made to copy other facsimile broadcasts in the Indian Ocean area. The spare teletype machine was utilized at 100 WPM to increase coverage but signal strength from over local area broadcasts was poor and difficult to receive. The Alden 519 was casrepped in the Indian Ocean and the UXH-2B was used and performed well with legible charts.

During the transit to CONUS the ship encountered 16 to 20 foot quartering swell generated by a deep low pressure area centered over the Aleutian Islands which required an early change in course to avoid higher seas. This made for a rather unstable ride and somewhat less than desirable working conditions.

On 23 December 1974, the attack aircraft carrier USS CONSTELLATION returned to her San Diego homeport from her first peacetime deployment in nine years. Five weeks later, CONSTELLATION departed with a 2700-man crew plus 800 families--cars, pets, kids, and household goods--for Puget Sound Naval Shipyard, Bremerton, Wash. There she was to undergo the most extensive overhaul ever undertaken on a U.S. Navy aircraft carrier.

This homeport change of 14 months, made necessary by the Navy's program to maximize carrier flexibility through the "CV" concept, made a dramatic impact on the Pacific Northwest and brought thousands of Navy people from the Southern California area to sample the very unique way of life of the beautiful Olympic Peninsula.

I ALTERING THE SHIP FOR A LARGER MISSION

Installing the equipment necessary to make CONSTELLATION the most modern and capable carrier in the fleet and filling the role the Department of Defense assigned, required thousands' of man hours, sizable structural changes, and countless more subtle alterations; new electronics systems, engineering systems, engineering improvements, and the never-ending paint and preservation effort.

To manage this project required a sophisticated sys-

tem of tracking men, materials, tools, and money. This tool was the Ship's Force Overhaul Management System, better known under the acronym SFOMS. SFOMS enabled the Commanding Officer to monitor progress throughout the overhaul and track thousands of "Key Operations." It brought problem areas to his attention quickly and assigned key personnel to investigate areas of solution.

The main objective of the overhaul was to convert CONSTELLATION from a "CVA" (attack carrier) to a "CV." This latter designation describes a multi-purpose aircraft carrier with the capability to attack surface targets on land and sea in addition to a full Anti-Submarine Warfare capability. The addition of the "ASW" mission meant adding the Navy's most advanced ASW aircraft--the S-3 Viking--to CONSTELLATION's embarked air wing. Furthermore, a state-of-the-art air Anti-Submarine Warfare coordination system--the Tactical Support Center--was installed as an integral part of the ship's Combat Information Center.

The most modern aircraft carrier of the fleet, in warfare capabilities, will deploy with the most modern aircraft in the fleet. In addition to the S-3 CONSTELLATION will receive the F-14 Tomcat--the best American fighter aircraft in operation; capable of delivering air to air missiles at great distances against multiple targets. Also joining the CONSTELLATION team will be the A-6E. This latest version of the Intruder incorporates the Target Re-

cognition Attack Multisensor (TRAM), providing television-type imagery of targets not detectable visually or by radar. TRAM is coupled with a laser-guided weapon delivery system. The new E-2C Hawkeye will upgrade CONSTELLATION's ability to detect targets over land as well as water at long ranges. Additional missions performed by this aircraft are strike control, search and rescue, air traffic control, and communications relay.

To maintain these advanced avionics systems, CONSTELLATION's Aircraft Intermediate Maintenance Department received new equipment which will greatly enhance shipboard capability to maximize electronic readiness in aircraft systems. This was the Versatile Avionics Shop Test (VAST) unit which employs universal test equipment to test and troubleshoot any type of air electronics system. This unit replaces numerous pieces of equipment requiring more steps and lengthier procedures.

Other ship alterations improved or upgraded the ship's propulsion system, shipboard environmental quality, communication systems, laundry facilities, entertainment system, safety features, and combustibility standards.

II COMMANDING OFFICER'S CHALLENGE TO SUPERVISORS

Early in the overhaul, the challenge to leaders aboard CONSTELLATION was obvious: how to maintain a sense of identity among the crew as part of a Navy combatant unit during a long period within the noise and dust of the industrial

environment of overhaul. CONSTELLATION's Commanding Officer, Captain L.F. Eggert put to his officers a challenge; to impress upon the crew that the mission to undertake the overhaul of the ship, making her the most modern aircraft carrier in the fleet, was every bit as challenging as operations similar to the cruise into the Arabian Sea which most had participated in. "This is the excitement which we all must understand and convey to the crew--taking our ship into the yard and making her the best and most effective weapons system we can offer our country."

Internal communications as well as leadership played an important role in dealing with this challenge. Progress in the overhaul was disseminated to the crew through large graphic displays in high visibility areas.

To solve personnel problems associated with the reduced environmental quality connected with the overhaul, the Executive Officer maintained direct access to the crew through use of an Action Line telephone system. Questions/ discrepancies as well as responses were published in the Plan of the Day.

Participation in community activities also gave the crew an opportunity to identify with the ship and with one another. CONSTELLATION presented an overage Navy fighter aircraft to the City of Bremerton for a permanent display.

Armed Forces Week festivities saw ship's units participating in such events as marching unit and float entries in the parade, entry into the Navy messes baked bean and cornbread contest, and a window display contest. CONSTELLATION also hosted several local festival units including the Royal Court of the Puyallup Valley Daffodil Festival, the Armed Forces Day Queen contestants, and the Kitsap County Rodeo Queen and Court. Visits by these colorful people brightened the overhaul scene and provided crewmen with positive exposure to the community.

Another noteworthy project in promoting external communications was CONSTELLATION's "Save-a-Tree" program. The voluminous amount of computer print-out paper generated by the overhaul was stored aboard ship rather than discarded. Late in the overhaul, this print-out was sold to a Seattle recycling plant and the proceeds were turned over to the Bremerton Parks and Recreation Commission for the purchase of trees. Flowering fruit trees were planted, appropriately enough, on land donated to the city by the federal government designated as open space lands adjacent to the Navy's East Park housing area. Bremerton's Mayor Glenn Jarstad told Capt. Eggert at the tree planting ceremony that he hoped "CONSTELLATION families can return to the city in the future and enjoy the beautification in which they participated."

III CONSTELLATION PEOPLE IN THE PACIFIC NORTHWEST

The lines of communication between CONNIE people and

the community were opened early when 28 Puget Sound area civic leaders joined the crew and their families for the transit from San Diego to Bremerton. This exposure fostered a positive climate for the infusion of 3800 new citizens into Bremerton's population literally overnight. The cruise enabled the city's mayor, school officials, police representatives, and numerous others to welcome the crew and their families over the ship's entertainment circuit and to describe their respective agencies. Great pains were taken by Navy and community leaders to minimize the impact on CONSTELLATION people and on the community from this ambitious evolution.

For the San Diego-based CONSTELLATION crew, the home-port change was made with some apprehension. Southern California's mild climate was left behind in mid-winter for the cold, rainy skies of the Pacific Northwest. For many, however, the change was a pleasant surprise and many will return to this land of beauty and recreational versatility. Outdoor sports abound. Washington is the salmon fishing capital of the world. Ship's divisions and departments took time off from their work to charter a party boat and in almost every instance caught their limit of the elite salmon. Shellfish as well as fresh water fish are within easy reach and more abundant than most parts of the country. For the hunter, deer and elk hunting in Washington attract sportsmen from all over the

United States.

For the sport closer to the heart of the jet-setter, Washington's ski areas afforded CONSTELLATION personnel the opportunity to sample some of the best. From downhill to cross country, skiing provided the ship's crew and their families with high quality recreation at a reasonable cost. Other winter sports for non-skiers provided a unique opportunity for the relocated San Diegans to take day trips to the mountains for sledding and "tubing"--sliding down snow-covered hills in large inner tubes.

The scenery of Puget Sound has a majestic beauty which thrilled CONSTELLATION's families on their first cold crisp morning as the ship sailed past Seattle at daybreak with the city framed by the snow-capped Cascades. Sightseers found that 14 months barely afforded an opportunity to take in each and every one of the area's attractions. The Olympic Rain Forest, Hurricane Ridge, Mt. Ranier and the quiet beauty of the San Juan Islands all afforded great scenic exploring within easy reach. CONSTELLATION men and their families also took the opportunity to visit British Columbia, Canada with its two distinct and beautiful cities: Victoria and Vancouver. Victoria offers an old English style of charm while Vancouver is the more cosmopolitan Canadian city.

What probably intrigued most CONSTELLATION people most was

the very distinct Pacific Northwest culture that flourishes here. A short ferry boat ride to Seattle put CONSTELLATION sailors in the midst of the waterfront with a flavor that is immediately reminiscent of adventurous pioneering days. Jack London characters seem prevalent in the lumber/seafaring culture of the waterfront with its shops and seafood houses. The Pike Place Market is as it was 75 years ago-- a bustling melange of hawkers, merchants, panhandlers, and shoppers. Pioneer Square with its Skid Road took the men back in time to the days when the "Mercer Girls"--young single ladies imported from New England--were making the stories subsequently popularized in the TV series "Here Come The Brides".

Puget Sound area cities are what would be described as good "Navy Towns". CONSTELLATION's crew found to their delight that the man in uniform here is at an advantage. This, of course, is not so in many areas of the country. People here are especially friendly and hospitable to the Navy man and to Navy families. Many of the ship's crew will eagerly return to San Diego, however, all have had a taste of a very unique, rich flavor of Americana.

IV PUTTING CONNIE TOGETHER

The Navy's Bicentennial on October 13, 1975 presented the ship's crew with a welcome opportunity to put the overhaul out of sight a bit and celebrate the American Naval Heritage. Vice Admiral Cooper, USN (Ret), guest of honor at CONSTELLA-

TION's Dining Out at the Puget Sound Naval Shipyard Officer's Club, helped the officers and guests recapture much of the spirit of the operating Naval forces and to put the importance of the overhaul in the greater perspective of the responsibilities laid on Naval Aviation in maintaining the American way of life. CAPT Eggert also took time to remind his wardroom of the heritage of the frigate CONSTELLATION and the achievements of the present aircraft carrier in war and peace.

As sea trials approached, command priorities moved towards reestablishing and reenforcing awareness of the operation of the ship. Training and spirit replaced industrial effort in priorities as completion approached. A program to generate the spirit of returning to the fleet was launched-- "Underway '76". This was a people program which provided recognition to those individuals whose performance contributed significantly to getting the ship back to the fleet. In addition to recognizing individuals, the program was associated with various events and ceremonies associated with Overhaul completion.

Capt. Eggert joined in this spirit by popping up to the flight deck on Ground Hog day to help quell rumors of delays in overhaul completion. With Mayor Jarstad on hand, he spoofed that if he saw his shadow, the ship would remain in Bremerton longer than planned. In spite of the overcast, the CO brought an umbrella to insure no shadow would be spotted.

The successful completion of Sea Trials on 12 April cemented this new mentality for most of the crew. All hands resumed their sea stations, they took their ship out to sea and worked her hard. The crew is ready to fine tune now and put to maximum readiness the USS CONSTELLATION, the most modern aircraft carrier in the world.

As CONNIE sails to San Diego on April 21, she will return much the way she departed. Hundreds of dependents and automobiles will be embarked. Soon, however, these will be replaced by aircraft and men of Carrier Air Wing Nine and USS CONSTELLATION will resume air operations.

Constellation

DECLASSIFIED

OPERATIONAL HIGHLIGHTS - 1974

~~Confidential~~

2

1974

SRA (1 - 29 JAN). Equipment renovation and repair.

REFTRA/SOCAL WORK-UP (30 JAN - 30 APR). Devoted primarily to ship readiness and refresher training evolutions. Training at NUCWEPTRAGRUPAC was conducted.

Air Operations, SOCAL (1-9 MAY). CONSTELLATION's Weapons Training Exercise was conducted off the SOCAL coast. These operations prepared CVW-9 for deployment aboard CONSTELLATION.

Operational Readiness Exercise (ORE) (14-24 MAY). Extensive SOCAL air operations conducted in preparation for the ORE, conducted 20-24 May, with staff COMCARGRU THREE embarked. Conventional tactical air operations similar to those in the WEPTRAEX were conducted, along with a major battle problem involving ship defense in the open-ocean, multi-threat environment. The ORE culminated with a NOREX flyoff to simulate a SIOP launch.

Prepare for Overseas Movement (25 MAY - 20 JUN). News of an impending Indian Ocean venture prompted much preparation and ordering of supplies for an unannounced length of time at sea.

WESTPAC Deployment (21 JUN - 24 DEC). Individual operations during WESTPAC deployment included South China Sea Operations, Miniplex, Exercise Pagasa III, Multiplex 1-74 and CHICAGO War-at-Sea Operations.

a. South China Sea Operations (11 JUL - 29 OCT). Involved was a mixture of open ocean and Vietnam-era activities, most of which were conducted in the Operating areas immediately off Subic Bay. Over-land reconnaissance photography was severely constrained and limited to training areas due to Philippine regulations prohibiting photo reconnaissance without special clearance; operational electronic collection missions were of little value against the Philippines and were either not feasible or not permitted against higher interest areas. Of particular note was the inception of a pilot program for production of Fleet Intelligence Graphics (FIGS) from SAO materials.

b. Miniplex (31 JUL). CONSTELLATION and AIR WING NINE conducted this exercise with assigned escorts JOUETT and HALSEY to test the ability of the task group to simultaneously defend itself against air attack, conduct SSSC and conventional air strike operations, and transit toward a proposed nuclear strike launch point. Thirty hostile air raids were planned against the task group in the 6-hour AAW vulnerability period.

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c. Exercise PAGASA III (23-25 AUG). This exercise combined U.S. and Philippine landing staged on Panay Island some 200 miles south of Subic Bay. Planned and conducted by Commander Amphibious Squadron THREE embarked in USS TRIPOLI, it involved some 10 U.S. Navy amphibious and escort units, as well as U.S. and Philippine Marine elements. During this exercise CONSTELLATION was able to avoid sub-surface raids by use of high speed evasion and aggressive use of escorts and helo assets. EMCON and deception tactics were successfully employed in launching strike aircraft undetected.

d. Multiplex 1-75 (29-30 AUG). Conducted in the South China Sea operating areas off Subic Bay, with CONSTELLATION, 6 escort destroyer types, USS SACRAMENTO, a nuclear attack submarine, and numerous air units participating. CTF 77 was OCE for the exercise which was designed to assess the capability of an attack carrier strike group to transit to a simulated nuclear strike launch point through a high-density multi-threat environment.

e. CHICAGO War-at-Sea (1 OCT). While enroute to the Subic operating areas from Hong Kong, a War-at-Sea exercise was conducted with USS CHICAGO. Exercise Scenario portrayed the CHICAGO as a KRESTA II CLGM attempting to reach missile launch position on CONSTELLATION. CONSTELLATION was charged with locating and destroying the SSM threat. Gunfire attacks were also to be made as feasible by CONSTELLATION escorts BERKELEY and JOUETT. CVA EMCON condition and low altitude air wing strike tactics were exercised.

f. Indian Ocean Operations (30 OCT - 8 DEC). During this period, CONSTELLATION steamed to the Indian Ocean via a Singapore port visit for MIDLINK 1-74. King Neptune and his court came aboard prior to Singapore to visit his loyal Shellbacks and observe the Pollywog initiations. Additionally, CONSTELLATION and one escort were diverted to the Persian Gulf on 24-25 NOV for short yet significant operations.

(1) MIDLINK 1-74 (19-29 NOV). CENTO Exercise MIDLINK 74 involved naval and air units of the U.S., UK, Iran, and Pakistan, and minor participation by Turkey. The 5-phase exercise included a two-day war-at-sea/AAWEX exercise staged with UK units prior to the commencement of MIDLINK itself. The majority of the exercises conducted utilized the war-at-sea, multi-threat environment scenario, with simulated hostile surface, air, and submarine-forces attempting to destroy a friendly force convoy protected by carrier aircraft. A total of some 30 third world naval units and six types of third world aircraft participated in the exercise. The exercise concluded with a fire power demonstration by U.S. and allied air, surface, and sub-surface units.

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(2) Persian Gulf Excursion (24-25 NOV). CONSTELLATION was diverted from Exercise MIDLINK to deploy to and operate in the Persian Gulf for 36 hours. A total of 62 SSSC sorties were flown while in the Persian Gulf, primarily to visibly display U.S. interest in the area and to demonstrate U.S. intent and ability to operate freely in international waters around the world.

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CHRONOLOGY OF OPERATIONS AND TRAINING - 1974

1974
2

01 - 29 JAN	SRA San Diego
29 JAN - 30 JAN	Independent Steaming Exercise
31 JAN - 03 FEB	Inport San Diego
04 FEB - 08 FEB	Type training
08 FEB - 10 FEB	Inport San Diego
11 FEB - 01 MAR	Refresher Training, Southern California
02 MAR - 10 MAR	Inport/Upkeep San Diego
11 MAR - 19 MAR	Carrier Qualifications, Southern California
20 MAR - 02 APR	Upkeep San Diego
03 APR - 11 APR	Air Operations San Diego
12 APR	Enroute/at San Diego
13 APR - 30 APR	Inport San Diego
01 MAY - 09 MAY	Air Operations Southern California
10 MAY	Enroute San Diego
11 MAY - 13 MAY	Inport San Diego
14 MAY - 23 MAY	Air Operations, Southern California
24 MAY	Enroute San Diego
25 MAY - 20 JUN	Prepare for overseas movement
21 JUN - 10 JUL	Enroute Western Pacific
11 JUL - 19 JUL	Upkeep Subic Bay
20 JUL	Storm evasion
21 JUL	Enroute/at Subic Bay
22 JUL	Moored at Subic Bay
23 JUL - 05 AUG	Operations South China Sea
06 AUG - 14 AUG	Upkeep Subic Bay

15 AUG - 30 AUG	Operations South China Sea
31 AUG - 15 SEP	Upkeep Subic Bay
16 SEP - 22 SEP	Operations South China Sea
23 SEP	Enroute Hong Kong
24 SEP - 29 SEP	Visit Hong Kong
30 Sep	Enroute South China Sea
01 Oct - 07 OCT	Operations South China Sea
08 OCT - 10 OCT	Upkeep Subic Bay
10 OCT - 12 OCT	Storm Evasion South China Sea
12 OCT - 16 OCT	Upkeep Subic Bay
17 OCT - 21 OCT	Operations South China Sea
22 OCT - 26 OCT	Upkeep Subic Bay
27 OCT - 28 OCT	Storm Evasion South China Sea
29 OCT	Enroute/at Subic Bay
29 OCT - 03 NOV	At/enroute Singapore
04 NOV - 08 NOV	Visit Singapore
08 NOV - 18 NOV	Enroute Karachi/Indian Ocean Operations
19 NOV - 21 NOV	Visit Karachi
22 NOV	CENTO Exercise MIDLINK 74
23 NOV - 26 NOV	Persian Gulf Operations
27 NOV - 29 NOV	CENTO Exercise MIDLINK 74
29 NOV - 09 DEC	Enroute/at Subic Bay
10 DEC - 23 DEC	Enroute/at San Diego
24 Dec - 31 DEC	Leave/Upkeep San Diego